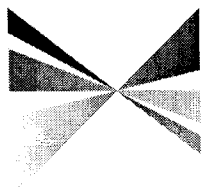


SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

MEETING OF THE

TRANSPORTATION CONFORMITY WORKING GROUP COMMITTEE

Tuesday, June 27, 2006

10:00 a.m. – 12:00 p.m.

SCAG Offices

818 W. 7th Street, 12th Floor

Riverside A Conference Room

Los Angeles, California 90017

213. 236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jonathan Nadler at 213.236.1884 or nadler@scag.ca.gov

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

TRANSPORTATION CONFORMITY WORKING GROUP INTERAGENCY CONSULTATION

AGENDA

			PAGE #	TIME
1.0	<u>CALL TO ORDER</u>	Jennifer Bergener, OCTA		
2.0	<u>WELCOME AND INTRODUCTIONS</u>	Jennifer Bergener, OCTA		
3.0	<u>PUBLIC COMMENT PERIOD</u> Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes.			
4.0	<u>CHAIR'S REPORT</u>	Jennifer Bergener, OCTA		5 minutes
5.0	<u>CONSENT CALENDAR</u>			
5.1	<u>Approval of the May 23, 2006 Meeting Summary Attachment</u>	Jennifer Bergener, OCTA	1	5 minutes
6.0	<u>INFORMATION ITEMS</u>			
6.1	<u>RTIP Update Attachment</u>	Rosemary Ayala, SCAG	5	15 minutes
6.2	<u>TCM Update Attachment</u>	Jessica Kirchner, SCAG	23	10 minutes
6.3	<u>RTP Update</u>	Philip Law, SCAG		5 minutes
6.4	<u>SAFETEA-LU Earmark Project on I-5 Attachment</u>	Leann Williams, Caltrans District 7	26	15 minutes

The SAFETEA-LU earmarked project on I-5 in Santa Clarita, which includes HOV and truck lanes, is not in the RTP or RTIP. Caltrans seeks interagency consultation regarding programming the funds (\$1.6 million) for preliminary engineering work before the funds are lost.

TRANSPORTATION CONFORMITY WORKING GROUP INTERAGENCY CONSULTATION

AGENDA

- | | | | | |
|-----|---|---------------------------|----|------------|
| 6.5 | <u>AQMP Update</u> | SCAQMD | | 5 minutes |
| 6.6 | <u>Interagency Review of Projects:
PM Hot Spot Analysis
Attachments</u> | TCWG Discussion | 27 | 45 minutes |
| 6.7 | <u>Information Sharing</u> | TCWG Discussion | | 5 minutes |
| 8.0 | <u>ADJOURNMENT</u> | Jennifer Bergner,
OCTA | | |

The next Transportation Conformity Working Group meeting is currently scheduled for Tuesday, July 25, 2006 at SCAG offices.

Please provide 30 copies of materials you would like to distribute at the meeting. If you have any questions, please contact Jonathan Nadler at (213) 236-1884 or nadler@scag.ca.gov.

The teleconference number is 888.390.0784, code # 31958.

Transportation Conformity Working Group

Interagency Consultation

Meeting Summary

Tuesday, May 23, 2006
10:00 AM – 12:00 PM

Southern California Association of Governments
818 W 7th Street, 12th Floor
Los Angeles, CA 90017
Riverside 'A' Conference Room

The following minutes are intended to **summarize** the matters discussed.
An audiocassette tape of the actual meeting is available for listening in SCAG's office.

1.0 CALL TO ORDER

The meeting was called to order at 10:08 AM by Ty Schuling, SANBAG

2.0 WELCOME AND SELF-INTRODUCTIONS

ATTENDANCE:

Sam Alameddine, Caltrans
John Asuncion, SCAG
Rosemary Ayala, SCAG
Jeremy Bailey, SCAG
Kathleen Brady, Bon Terra Consulting
Meenu Chandan, Caltrans
Herman Chang, MTA
Susan Chapman, METRO
Anne Dutrey, City of Chino Hills
Everett Enis, Caltrans
Paul Fagan, Caltrans District 8
Carol Gomez, SCAQMD
Maureen Harake, Caltrans Dist. 12
Kalieh Honish, METRO
Bill Hughes, City of Temecula
Edison Jaffery, Caltrans
Matt Jones, MGA
Mona Jones, METRO
Doug Kim, MTA
Jessica Kirchner, SCAG
Phillip Law, SCAG
Keith Lay, LSA Associates
Eric Lu, Environ International Corp.
Tony Louka, Caltrans
Betty Mann, SCAG
Laleh Modrek, Caltrans
Jonathan Nadler, SCAG
Hank Nguyen, Moffatt & Nichol
Tim Papandreu, METRO
Sylvia Patsaouras, SCAG
Lisa Poe, SANBAG

Ty Schuling, SANBAG
Arnie Sherwood, ITS/UCB/SCAG
Carla Walecka, TCA
Libby Wood, RBF
Andy Woods, Caltrans

VIA TELE-CONFERENCE:

Mike Brady, Caltrans Headquarters
Ben Cacacian, Ventura County APCD
David Cohen, FHA
Peter Dehaan, Ventura County
Transportation Commission
Ilene Gallo, Caltrans Headquarters
Kathryn Higgins, SCAQMD
Linda Jones, Caltrans District 11
Sandy Johnson, Caltrans District 11
Ken Lobeck, RCTC
Steve Luxenburg, FHWA
Ted Matley, FTA Region 9
Jean Mazur, FHA
Genie McGaugh, Ventura County APCD
Jill McIntyre, Caltrans District 12
Yvonne Sells, SCAQMD
Doug Thompson, CARB
Karina O'Connor, EPA Region 9
Dennis Wade, ARB
Doug Eisenger, UC Davis, Caltrans,
Sonoma Technology
Mimi Sogutlugil, CARB

3.0 PUBLIC COMMENT PERIOD

There were no public comments at the meeting.

4.0 CHAIR'S REPORT

There was no Chair Report at the meeting.

5.0 ACTION ITEMS

5.1 Approval of the March 28, 2006 Meeting Summary

MOTION was made to ACCEPT the summary of the April 25, 2006 meeting.

6.0 INFORMATION ITEMS

6.1 Interagency Review of Projects: PM 2.5 Hot Spot Analysis

On March 10, 2006, the US EPA adopted a final rule that establishes the criteria for determining which transportation projects must be analyzed for local particle emissions impacts in PM2.5 and PM10 nonattainment and maintenance areas. While the rule provides some guidance, it leaves some discretion as to what projects are deemed "Project of Air Quality Concern" (POAQC) requiring project-level hot spot analysis. As such, project sponsors, transportation commissions, and Caltrans can submit projects to the monthly meeting of the TCWG for interagency review to determine whether a project requires a hot spot analysis. Numerous projects were submitted to the TCWG for review at the May 23, 2006 meeting. The information submitted for review varied from a brief description of a project to detailed analyses. In order to most efficiently process the many projects submitted to the TCWG, the Chair requested project sponsors inform the group which projects are in jeopardy of losing funds or federal approval if a decision were not made at this meeting. Based on the response to the Chair's request, nine projects were reviewed by the TCWG. The review included a description of the project by the project sponsor or representative and a discussion of the potential for increased diesel truck traffic due the project. The discussions were project specific, but generally focused on the average daily trips and the percentage of truck trips for the opening year and horizon year (or other peak year), and surrounding land uses. Based on the TCWG review, five projects were determined to not be POAQC, while four required additional information to be submitted before a determination could be made. Project sponsor's agreed to provide additional information to the federal agencies on the undecided projects.

The following projects were deemed to not be POAQC:

City of Fontana: I-10/Citrus
San Bernardino County (Yucaipa): I-10 Live Oak Canyon
City of Chino Hills: Peyton Drive
Riverside County: I-15/French Valley Parkway
Riverside County: I-15/California Oaks

The following projects required additional information before a determination could be made:

Riverside County: Route 91/Green River Drive
Riverside County (Corona): I-15/Magnolia
San Bernardino: I-215
Santa Ana: 5th Street at Jackson Street

The group agreed that a more efficient process for submitting and reviewing projects for project-level PM hot spot analysis requirements was necessary. A sub-group agreed to discuss this further and to report back to the group.

6.2 Criteria for Regionally Significant Projects

Due to time constraints, this item was deferred for discussion.

6.3 SAFETEA-LU Earmark Project on I-5

This item was pulled from the agenda.

6.4 TCM Update

Jessica Kirchner, SCAG, stated that she had included the list of TCM's from L.A. County in this month's agenda and that all the other counties were included in last month's agenda. There were several projects listed as not TCM's in the "completed project" section based on past discussions of the working group. Staff is working to finalize the list.

Comments received on the TCM lists previous provided to the TCWG have been incorporated. It was noted that after hearing back from the EPA, the RCTC projects and list of HOV projects will be listed as exempt projects and removed from the list of TCM's for Riverside County.

Responding to questions regarding this agenda item, Ms. Kirchner clarified that she has requested that the commissions include types of vehicle and whether it is an expansion or replacement in the TCM descriptions. Ms. Kirchner also noted that "no-project activity" in the project status column does not mean that a project is not being implemented.

Based on last meeting's discussion relative to not funding the expansion of para-transit van service by one vehicle, the committee agreed that further discussion was needed to better define what a TCM is so that projects without air quality benefits do not require substitution.

6.5 RTP Update

Philip Law, SCAG, stated that staff will be going to the Transportation Communications Committee on June 1, 2006 with a draft RTP amendment to add the Omnitrans sbX Project.

6.6 RTIP Update

Rosemary, SCAG, stated that staff is working on the analysis of the 2006 RTIP. The regional emissions analysis is being prepared; the financial constraint is also being worked on. It is planned to go out for public review sometime in June.

6.7 AQMP Update

Yvonne Sells, SCAQMD, reported that the AQMP Advisory Group met in May. The group hopes to have emission inventory issues resolved by the beginning of July. The SCAQMD has an "Air Quality Summit" scheduled for June 5-6 at the Ontario Marriott which is open to the public. The intention is to solicit ideas on potential emission reduction strategies for the 2007 AQMP. The agency is also working on finalization of the Reasonably Available Control measures (RACT) SIP for submittal to go to the SCAQMD Board in the month of July.

6.8 Information Sharing

Based on the PM hot spot analysis discussion today, Mike Brady, Caltrans, sent a revised interagency consultation form via e-mail at 11:55 A.M.

7.0 **ADJOURNMENT**

The meeting adjourned at 12:10 P.M.

The next meeting of the TCWG will be on Tuesday, July 25, 2006 at SCAG.

Transportation Conformity Working Group
June 27, 2006

Agenda Item 6.1: RTIP Update

DRAFT

2006

REGIONAL **T**RANSPORTATION **I**MPROVEMENT **P**ROGRAM

(FISCAL YEAR 2006/07-2011/12)

EXECUTIVE SUMMARY

(Volume I of III)

June 2006



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

TABLE OF CONTENTS

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EXECUTIVE SUMMARY

INTRODUCTION

This report is a summary of the 2006 Regional Transportation Improvement Program (RTIP) for the SCAG region. SCAG comprises the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2006 RTIP is a capital listing of all transportation projects proposed over a six-year period, Fiscal Years (FY) 2006/07 – 2011/12. This listing identifies specific funding sources and funding amounts for each project. Projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc.

The RTIP must include all transportation projects that require federal funding, as well as all regionally significant transportation projects for which federal approval (Federal Highway Administration or Federal Transit Administration) is required, regardless of funding source. The RTIP projects are consistent with the 2004 Regional Transportation Plan (RTP), which was adopted by SCAG on April 1, 2004 and its subsequent amendments. The RTIP is developed to implement the programs and projects in the RTP.

2006 RTIP

The 2006 RTIP programs a total of \$19.3 billion for implementing transportation projects within the next six fiscal years (FY 2006/07 – 2011/12). All projects incorporated into the 2006 RTIP are consistent with the current RTP policies, programs, and projects.

The 2006 RTIP was developed in compliance with state and federal requirements. County Transportation Commissions have the responsibility under State law of proposing county projects, using the current RTP's policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects were forwarded to SCAG for analysis. From this list, SCAG developed the 2006 RTIP based on consistency with the current RTP, inter-county connectivity, and financial constraint and conformity satisfaction.

The 2006 RTIP implements the 2004 RTP. Upon approval by the federal agencies, the 2006 RTIP will replace the current operating RTIP. There must be a new federally approved and conforming RTIP by October 4, 2006, which is when the Federal Statewide Transportation Improvement Program (FSTIP) expires. The 2006 RTIP is consistent with the 2006 State Transportation Improvement Program (STIP) cycle and incorporates the SCAG portion of the 2006 STIP.

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FEDERAL TRANSPORTATION FUNDING – SAFETEA-LU

On August 10, 2005, President George W. Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

Actual target and programming levels for the 2006 RTIP and federal funding sources including the Local Surface Transportation Program (LSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based upon the SAFETEA-LU legislation.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The 2006 RTIP for the SCAG Region is consistent with the 2006 STIP Fund Estimate, as approved by the California Transportation Commission (CTC) on September 29, 2005. The 2006 RTIP for the SCAG Region is also consistent with the 2006 STIP, as approved by the CTC on April 27, 2006. Accordingly, the 2006 STIP programming target for the SCAG Region over the five-year timeframe (FY2006/7 through FY2010/11) totals \$920 million. With the slight increase in expected revenues, the 2006 STIP reflects the scheduling of projects already programmed for delivery over the next three years to over the next five years.

The CTC also programs the State Highway Operations and Protection Plan (SHOPP), which covers operations and maintenance on the state highway system and freeways.

COMPARISON OF THE STATE AND FEDERAL TIPs

The STIP is the State's compilation of all state and federally funded transportation projects. It is composed of all projects funded out of the State Highway Account, which is divided into several parts, including state priorities on interstate facilities, safety and maintenance, bridge replacements, rail, aeronautics, etc. In addition, a portion is divided into regional and inter-regional improvements. It is made up of the 75 percent regional improvement projects which are nominated by local and regional agencies and the 25 percent Inter-regional Transportation Improvement Program (ITIP).

The 2006 RTIP is SCAG's compilation of state, federal, and local funded transportation projects. In addition to projects identified in the STIP, the RTIP includes federal Congestion Mitigation Air

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Quality (CMAQ) and Surface Transportation Program (STP) funds, other federal funds and projects entirely funded out of local and private funds.

TRANSPORTATION CONFORMITY

The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various air pollutants. To comply with the CAA in achieving the National Ambient Air Quality Standards (NAAQS), the California Air Resources Board (ARB) develops State Implementation Plans (SIPs) for federal non-attainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and ARB working with federal, state, and local agencies (including the Metropolitan Planning Organizations). Local Air Quality Management Plans (AQMPs) are prepared in response to federal and state requirements. The SIP includes two important components relative to transportation and air quality conformity analysis – emissions budgets and Transportation Control Measures (TCMs). Emissions budgets set an upper limit which transportation activities are permitted to emit. TCMs are strategies to reduce emissions from on-road mobile sources.

Transportation conformity is required under the CAA to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the SIP. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. Conformity currently applies to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas") for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Non-Attainment/Maintenance Areas and Timeframes

The boundaries of the Federal non-attainment/maintenance areas [and their respective attainment years] in the SCAG region are as follows:

- Ventura County Portion of the South Central Coast Air Basin (SCCAB) - The entire county is a non-attainment area for 8-hour ozone [2010].
- South Coast Air Basin (SCAB) - The entire basin is a non-attainment or maintenance area for the following pollutants: NO₂ [1995]; CO [2000]; PM₁₀ [2006]; and PM_{2.5} [2015]; 8-hour ozone [2021].
- Antelope Valley and Victor Valley portion of Mojave Desert Air Basin (MDAB) - Non-attainment areas for 8-hour Ozone [2010].
- San Bernardino County Portion of MDAB -
 - Searles Valley (situated in the NW part of the county) is non-attainment for PM₁₀ [1994].
 - San Bernardino County (excluding the Searles Valley area) within the MDAB is a non-attainment area for PM₁₀ [2000].

- The Riverside County Portion of Salton Sea Air Basin (SSAB) - The entire Riverside County portion of SSAB (Coachella Valley) is a non-attainment area for the following pollutants: PM10 [2006]; 8-hour Ozone [2013].
- The Imperial County Portion of SSAB - The entire Imperial County portion of SSAB is designated as non-attainment for 8-hour ozone [2007] and PM10.¹

Eight-Hour Ozone Non-Attainment Areas

On April 15, 2004, EPA announced the non-attainment areas for 8-hour ozone standard. The designation and classification were effective on June 15, 2004. The 8-hr ozone attainment years are between 2007 and 2021. The Transportation Conformity requirements became effective by June 15, 2005, which was also the date for the revocation of the 1-hour ozone standard. The federal agencies approved the 2004 RTP/RTIP 8-hour ozone conformity on May 12, 2005.

The SCAG region has five 8-hour ozone non-attainment areas. These non-attainment areas and their classifications and maximum attainment dates are listed in the following table.

**SCAG Region
Eight Hour Ozone Non-attainment Areas**

Non-attainment Area	Classification	Maximum Attainment Date
Ventura County Portion of SCCAB	Moderate	2010
South Coast Air Basin	Severe-17	2021
Antelope Valley and Western MDAB	Moderate	2010
Coachella Valley Portion of SSAB	Serious	2013
Imperial County Portion of SSAB	Marginal	2007

The ARB must submit 8-hour ozone SIPs to U.S. EPA by June 15, 2007.

PM10 Non-Attainment Areas

The SCAG region has five PM10 non-attainment areas. These non-attainment areas and their classifications and maximum attainment dates are listed in the following table.

¹ With the exception of a small area in the eastern portion of Imperial County, the rest of the county is designated as a PM10 non-attainment area. No PM10 SIP submittal date for the Imperial County portion of the SSAB has been set by U.S. EPA.

**SCAG Region
PM10 Non-attainment Areas**

Non-attainment Area	Classification	Maximum Attainment Date
South Coast Air Basin	Serious	2006
Searles Valley Portion of MDAB	Moderate	1994
San Bernardino County Portion of MDAB (excluding Searles Valley)	Moderate	2000
Coachella Valley Portion of SSAB	Serious	2006
Imperial County Portion of SSAB	Moderate	*

* No PM10 SIP submittal date for the Imperial County portion of the SSAB has been set by U.S. EPA.

The federal agencies approved conformity for all PM10 non-attainment areas on June 7, 2004 for the 2004 RTP, and October 4, 2004 for the 2004 RTIP.

PM2.5 Non-Attainment Area

In the SCAG region, the South Coast Air Basin is the only area that has been designated by U.S. EPA as a PM2.5 non-attainment area. The PM2.5 attainment year for the South Coast Air Basin is 2010 with an allowable five year extension (i.e., 2015). The ARB has until April 5, 2008, to submit the SIP for the PM2.5 standard to EPA.

The federal agencies approved the 2004 RTP/RTIP PM2.5 conformity on March 30, 2006.

SIPs and Emission Budgets

The 2006 RTIP must conform to the applicable SIPs (emissions budgets and the TCMs]. The March 1999 court ruling (*Sierra Club v. EPA*) required that conformity findings be based on the emissions budgets approved or found adequate by EPA. The applicable TCMs are those approved by EPA.

Emission Budgets

The SIPs are based on the 2003 or 2004 AQMPs that were prepared by the respective air districts in association with ARB and SCAG. For the 2006 RTIP conformity determination, the applicable emissions budgets are established in the following SIPs:

1-hour Ozone SIP for the Ventura County portion of SCCAB: EPA's adequacy finding on the emissions budgets for conformity determination was published in Federal Register Vol. 69, No. 104 on May 28, 2004.

SIPs for the SCAB area: EPA's adequacy finding on the emissions budgets for conformity determination in the SCAB area was published in Federal Register Vol. 69, No. 58 - March 25, 2004.

1-hour Ozone SIP for the Southeast Desert Modified area: The area is composed of three pieces: the Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. Each provides its data to ARB and it is the responsibility of ARB to provide a single set of emission budgets (Ozone SIP). EPA's adequacy finding on the emissions budgets for conformity determination was published in Federal Register Vol. 69, No. 104 on May 28, 2004.

Note that for 8-hour ozone, the budget for the Antelope Valley and Victor Valley portions of the MDAB is the sum of the original 1-hour ozone budgets submitted to ARB by the applicable air districts. The Coachella Valley 8-hour ozone budget is the same as the 1-hour ozone budget submitted to ARB by the SCAQMD.

PM10 SIP for Coachella Valley portion of SSAB: EPA's adequacy finding on the emissions budgets for conformity determination in the Coachella Valley PM10 area was published in Federal Register Vol. 69, No. 58 on March 25, 2004.

There are no SIPs for the other federal non-attainment/maintenance areas in the SCAG region.

In absence of the applicable emissions budgets for conformity, SCAG has to conduct interim emissions tests for regional emissions analysis of the 2006 RTIP. The following areas are subject to the interim emissions tests:

- **SCAB** – PM2.5 non-attainment area
- **San Bernardino County (MDAB)** - PM10 non-attainment area
- **Searles Valley area (MDAB)** - PM10 non-attainment area
- **Imperial County (SSAB)** - PM10 and ozone non-attainment areas

Applicable TCMs

The SIP documents for the applicable TCMs are listed below:

- **SCAB** - The TCM01 categories were established in the 1994 Ozone SIP and they function as the applicable TCM categories for the conformity finding (timely implementation of TCM analysis). The TCM categories in the 2003 Ozone AQMP/SIP (submitted to EPA for final approval) as well as in the 1997 (as amended in 1999) Ozone AQMP/SIP are consistent with the TCM01 categories listed in the 1994 Ozone AQMP/SIP. Upon approval by EPA, the TCM categories in the 2003 Ozone AQMP/SIP will replace the current ones. (It should be noted that SAFETEA-LU, August 2005, mandates new substitution procedures for TCMs.)

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- **The Ventura County portion of SCCAB** - The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding (timely implementation of TCM analysis).

The 2004 Ozone AQMP/SIP was prepared to address the new motor vehicle emissions budgets. No changes were made to the TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP.

It should be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the applicable 1-hour ozone SIP remain the same.

There are no applicable TCMs in any other federal non-attainment or maintenance areas in the SCAG region.

SIP Status in Other Areas

- **Searles Valley Portion of MDAB (PM10)** - At the present time, there is no federally approved SIP for this area. The MDAQMD has requested re-designation of the Trona portion of the Searles Valley PM10 non-attainment area to attainment status. There are no projects in this area and the area has not experienced a federal exceedance for more than 10 years.
- **San Bernardino County Portion of MDAB (PM10)** - At the present time, there is no federally approved SIP for this area. MDAQMD is seeking EPA approval to make a "Clean Data Finding" for this area.
- **Imperial County Portion of SSAB (PM10)** - On October 9, 2003, the 9th U.S. District Court in Sierra Club v. EPA ordered EPA to reclassify Imperial County to "Serious". ICAPCD, ARB, and EPA are working together to interpret the Court requirements and its time frame. At the present time, there is no applicable SIP for this PM10 non-attainment area.
- **Imperial County Portion of SSAB (Ozone)** - The Imperial County portion of SSAB is a non-attainment area for 8-hour ozone and a new SIP is being development.

Conformity Analysis and Findings

Under the U.S. Department of Transportation Metropolitan Planning Regulations and U.S. EPA's Transportation Conformity Rule requirements, SCAG's 2006 RTIP needs to pass five tests.

- Consistency with SCAG's RTP
(23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
- Regional Emission Analysis
(40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)
- Timely Implementation of Transportation Control Measures (TCMs) Analysis
(40 CFR, Section 93.113)

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- Financial Constraint Analysis
(40 CFR, Section 93.108 and 23 CFR, Section 450.324)
- Interagency Consultation and Public Involvement Analysis
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

Summary of Regional Emissions Analyses

EPA's Transportation Conformity Rule requires that the 2006 RTIP regional emissions be consistent with the motor vehicle emissions budgets in the applicable SIPs. Consistency with emissions budgets must be demonstrated for each year that the applicable emissions budgets are established, for the transportation planning horizon year, and for any milestone years as necessary so that the years for which consistency is demonstrated are no more than ten years apart. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year.

A summary of the regional emissions analyses are presented in the following tables, which are organized by air basin geography and pollutant. Details of the modeling methodologies and regional emissions analyses are included in Technical Appendix, Section II - Regional Emissions Analysis, of this document. The analyses show that the 2006 RTIP meets all applicable regional emissions analysis tests.

VENTURA COUNTY PORTION OF SOUTH CENTRAL COAST AIR BASIN

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	14.300	14.300	14.300
	Plan	10.650	6.170	4.170
NO _x	Budget	21.400	21.400	21.400
	Plan	15.080	6.820	4.370

SOUTH COAST AIR BASIN

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2008</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	216.000	155.000	155.000	155.000
	Plan	214.080	152.121	107.647	73.197
NO _x	Budget	464.000	352.000	352.000	352.000
	Plan	450.977	349.956	184.629	120.879

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	251.000	251.000	251.000	251.000
	Plan	247.050	189.846	106.938	72.544
NO _x	Budget	549.000	549.000	549.000	549.000
	Plan	537.148	418.736	193.129	125.787
PM10	Budget	166.000	166.000	166.000	166.000
	Plan	158.972	155.823	151.893	152.274

PM2.5 (Annual Emissions [tons/year])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO _x	Base Year*	260,650	260,650	260,650
	Plan	152,839	70,492	45,912
PM2.5	Base Year*	4,844	4,844	4,844
	Plan	4,573	4,417	4,639

* Base Year = 2002

PM2.5 (24-Hour Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO _x	Base Year*	714.11	714.11	714.11
	Plan	418.74	193.13	125.79
PM2.5	Base Year*	13.27	13.27	13.27
	Plan	12.53	12.10	12.71

CO (Winter Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
CO	Budget	3,361.000	3,361.000	3,361.000
	Plan	1,817.970	863.514	530.35

NO₂ (Winter Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO ₂	Budget	686.000	686.000	686.000
	Plan	449.597	206.008	133.040

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WESTERN MOJAVE DESERT AIR BASIN - ANTELOPE VALLEY PORTION OF LOS ANGELES COUNTY AND SAN BERNARDINO COUNTY PORTION OF MDAB EXCLUDING SEARLES VALLEY

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2007</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	19.100	19.100	19.100	19.100
	Plan	16.506	13.310	7.690	6.340
NO _x	Budget	52.100	52.100	52.100	52.100
	Plan	48.268	41.570	19.270	14.360

MOJAVE DESERT AIR BASIN - SAN BERNARDINO COUNTY PORTION

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	9.064	10.937	13.176
	Build	8.828	10.888	13.058

MOJAVE DESERT AIR BASIN – SEARLES VALLEY

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	0.1119	0.1286	0.1428
	Build	0.1119	0.1286	0.1428

SALTON SEA AIR BASIN - COACHELLA VALLEY PORTION

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2007</u>	<u>YR 2010</u>	<u>YR 2013</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	4.100	4.100	4.100	4.100	4.100
	Plan	3.985	3.361	2.867	2.234	1.838
NO _x	Budget	11.100	11.100	11.100	11.100	11.100
	Plan	11.085	9.295	7.613	4.913	3.460

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	Budget	10.900	10.900	10.900	10.900
	Plan	8.726	8.933	9.325	9.717

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SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	No Build	7.22	5.62	5.72
	Build	7.22	5.60	5.67
NO _x	No Build	11.79	8.88	7.81
	Build	11.79	8.87	7.79

PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	5.73	7.61	9.81
	Build	5.69	7.40	9.41

Conformity Determinations

SCAG has made the following conformity findings for the 2006 RTIP under the required Federal tests.

✓ **Consistency with 2004 RTP Test**

Finding: SCAG's 2006 RTIP (project listing) is consistent with the 2004 RTP (policies, programs, and projects).

✓ **Regional Emissions Tests**

Finding: SCAG's 2006 RTIP regional emissions for PM2.5 are less than base year 2002 for all milestone, attainment, and planning horizon years in the SCAB.

Finding: SCAG's 2006 RTIP regional emissions for the ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:

- SCAB - 2003 Ozone SIP
- SCCAB (Ventura County) - 2004 Ozone SIP
- MDAB (Antelope Valley and Victor Valley areas) - 2004 Ozone SIP
- SSAB (Coachella Valley) - 2004 Ozone SIP

Finding: SCAG's 2006 RTIP regional emissions for the NO₂ precursor are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB - 2003 NO₂ SIP.

Finding: SCAG's 2006 RTIP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 CO SIP.

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Finding: SCAG's 2006 RTIP regional emissions for the PM10 precursors are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 PM10 SIP.

Finding: SCAG's 2006 RTIP regional emissions for PM10 are consistent with the applicable emissions for the Coachella Valley portion of SSAB for all milestone, attainment and planning horizon years - 2003 PM10 SIP.

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM10 are less than the no-build emissions for the San Bernardino County portion of MDAB for all milestone, attainment and planning horizon years.

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM10 are less than the no-build emissions for the Imperial County portion of SSAB.

Finding: SCAG's 2006 RTIP regional emissions (build scenario) for the ozone precursors are less than the no-build emissions for the Imperial County portion of SSAB.

✓ **Timely Implementation of TCM Test**

Finding: The TCM1 project categories listed in the 1994/1997/2003 Ozone SIP for the SCAB area were given funding priority and are on schedule for implementation. In the case that some particular project is delayed, the obstacles to implementation are being overcome, and the project is expected to be expeditiously implemented.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation. In the case that some particular project is delayed, the obstacles to implementation are being overcome, and the project is expected to be expeditiously implemented.

✓ **Financial Constraint Test**

Finding: Projects programmed in the 2006 RTIP in fiscal years 2006/2007 and 2007/2008 are fiscally constrained and for the remaining years the funds are reasonably expected to be available.

✓ **Interagency Consultation and Public Involvement Test**

Finding: The 2006 RTIP complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working group has served as a forum for interagency consultation, and additionally, there were many ad-hoc meetings held between the involved agencies for this purpose.

FINANCIAL PLAN

The 2006 RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per Title 23 USC Section 134(h) and CFR 450.324 (e),

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SCAG's 2006 RTIP demonstrates financial constraint by identifying all transportation funds available, including federal, state, and local sources, to meet programming needs.

The financial plan also demonstrates compliance with federal requirements limiting the programming of projects for the first three years of the RTIP to funds which are "available or committed." The RTIP is consistent with funding reasonably expected to be available for the fiscal years adopted. Programmed amounts for the first three years of the RTIP do not exceed expected revenues for the first three years of the RTIP. As a result, SCAG's 2006 RTIP has demonstrated financial constraint.

SCAG is also responsible for making the following determinations:

- ◆ The 2006 RTIP is consistent with the Fund Estimate adopted by the California Transportation Commission (September 29, 2005) as required by the California Government Code, Section 14527.
- ◆ The 2006 RTIP is consistent with the adopted 2004 RTP (April 1, 2004), as required by the California Government Code, Section 65080.

SCAG recognizes that the final resolution of the FY 2006/7 State Budget could further impact the Fund Estimate, and the 2006 RTIP reflects cautious optimism in the programming of revenue sources potentially affected by the final state budget decisions.

Programming levels for the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation Air Quality (CMAQ) programs are based upon the estimated distribution of funds provided in the SAFETEA-LU legislation.

The 2006 RTIP is fiscally constrained by year as required by SAFETEA-LU. Per State Assembly Bill 1246 (AB 1246), County Transportation Commissions within the SCAG region have certain responsibilities for short-range planning and programming, including responsibility for the development of County Transportation Improvement Programs. One requirement of the Financial Plan for the RTIP is a re-certification by SCAG that each County Transportation Commission and IVAG has the resources to implement the projects in their County Transportation Improvement Programs. SCAG has received final resolutions from each County Transportation Commission and IVAG certifying fiscal constraint.

The 2006 RTIP contains projects and programs totaling approximately \$19.3 billion over the next six years. Exhibit 1 is a summary of fund sources categorized as federal, state, or local sources. Exhibit 1 and its accompanying pie chart illustrate that 47.1 percent of the total \$19.3 billion is from federal funds, 7.8 percent is from state funds, and 45.1 percent is from local funds.

Exhibit 1
Summary of 2006 RTIP by Funding Source
(in 000's)

	<i>FEDERAL</i>	<i>STATE</i>	<i>LOCAL</i>	<i>TOTAL</i>
2006/07	\$2,230,215	\$351,626	\$2,421,339	\$5,003,180
2007/08	2,325,436	559,715	2,276,211	5,161,362
2008/09	2,278,363	225,506	1,692,076	\$4,195,945
2009/10	1,618,523	70,556	1,665,230	3,354,309
2010/11	429,058	11,666	885,875	1,326,599
2011/12	41,619	215	187,557	229,391
TOTAL	\$8,923,214	1,219,284	9,128,289	\$19,270,787
% of Total	47.1%	7.8%	45.1%	100.0%

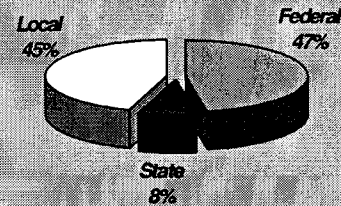
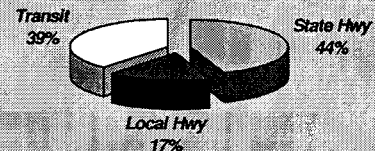


Exhibit 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Exhibit 2 and its accompanying pie chart illustrate that 44.6 percent of the total \$19.3 billion in the RTIP is programmed in the State Highway Program, 16.7 percent in the Local Highway Program, and 38.7 percent in the Transit (including rail) program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2006 RTIP).

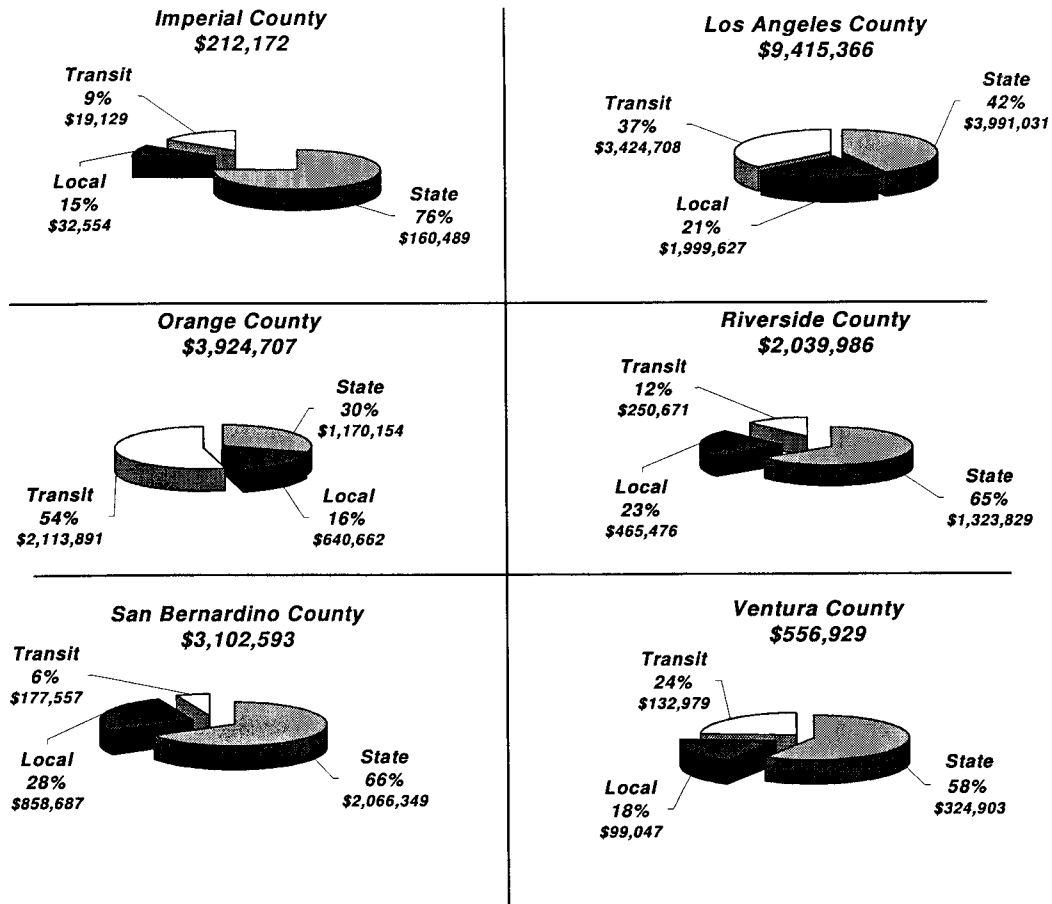
Exhibit 2
Summary of 2006 RTIP by All Programs
(in 000's)

	<i>STATE HIGHWAY</i>	<i>LOCAL HIGHWAY</i>	<i>TRANSIT (includes rail)</i>	<i>TOTAL</i>
2006/07	\$1,914,681	1,248,173	1,840,326	\$5,003,180
2007/08	2,689,331	855,957	1,616,074	5,161,362
2008/09	2,056,061	829,703	1,310,181	\$4,195,945
2009/10	1,777,140	662,306	914,863	3,354,309
2010/11	509,297	409,382	407,920	1,326,599
2011/12	92,955	93,437	42,999	229,391
Total	\$9,039,465	4,098,958	6,132,363	\$19,270,787
% of Total	44.6%	16.7%	38.7%	100.0%



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The six pie charts below summarize the funds programmed in the 2006 RTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.



INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

SCAG working closely with the County Transportation Commissions, IVAG, Caltrans, CTC, FHWA, FTA, South Coast Air Quality Management District (SCAQMD), Ventura County Air Pollution Control District (APCD), Mojave Desert AQMD, Imperial County APCD, Antelope Valley Air Quality Management District (AVAQMD), ARB, EPA, and all transit operators in the SCAG region developed the 2006 RTIP. In addition, the Transportation Conformity Working Group, the Modeling Task Force and the Regional Transportation Agencies Coalition (RTAC) functioned as part of the interagency consultation on all related matters.

EPA and USDOT assisted in the interpretation of the Transportation Conformity Rule and TEA-21 requirements to ensure that SCAG's analysis fulfills the conformity requirements. ARB and Caltrans assisted in providing the latest model assumptions. The County Transportation Commissions, IVAG, Caltrans (Districts 7, 8, 11, and 12), and the CTC assisted in providing additional detail on the design concept and scope of federally and non-federally funded projects in the RTIP. They also compiled information from local jurisdictions to demonstrate timely implementation of TCMs in the applicable implementation plans. Transit operators provided their input into this process through their respective County Transportation Commissions and IVAG.

A public hearing on the 2006 RTIP is scheduled at the SCAG offices on June 29, 2006. The 2006 RTIP is available at the SCAG offices, on the SCAG website at www.scag.ca.gov, and at 47 libraries throughout the six-county region (library listing posted on SCAG website).

Transportation Conformity Working Group
June 27, 2006

Agenda Item 6.2: TCM Update

MEMO

DATE: June 27, 2006

TO: Transportation Conformity Working Group

FROM: Jessica Kirchner, Associate Regional Planner, 213.236.1983, kirchner@scag.ca.gov

SUBJECT: Timely Implementation of TCMs for the 2006 RTIP

Summary

The Transportation Control Measures (TCMs) in the SCAG region are updated every time SCAG's Regional Council updates the Regional Transportation Improvement Program (RTIP). When a TCM cannot be implemented in a timely manner, SCAG can adopt a new control measure through the interagency consultation process. The Draft 2006 RTIP includes the updated TCM list. In the South Coast Air Basin, this new TCM list will be incorporated into the 2007 Air Quality Management Plan.

Timely Implementation

The criteria for identifying TCM projects and the requirements for timely implementation of these projects are defined in the EPA's Transportation Conformity Rule, 40 CFR Parts 51 and 93. It is SCAG's responsibility to ensure that TCM strategies are funded in a manner consistent with the AQMP/SIP implementation schedule. The transportation conformity process is designed to ensure timely implementation of TCM strategies, thus reinforcing the link between AQMP/SIPs and the transportation planning process. If the implementation of a TCM is delayed, or if a TCM strategy is only partially implemented, areas are required to make up the shortfall by either substituting a new TCM strategy or by enhancing other control measures through the substitution process outlined in the federal transportation reauthorization bill SAFETEA-LU.

Criteria and procedures for the Timely Implementation of TCMs (40 CFR 93.113)

(c) For TIPs, this criterion is satisfied if the following conditions are met:

- (1) An examination of the specific steps and funding sources(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. of the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.

TCM Replacements Subsequent to the 2004 RTIP/RTIP

Since reporting on the 2004 Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), there have been three TCM replacements in the South Coast Air Basin (SCAB) which are awaiting federal approval.

CenterLine

The CenterLine project is included in the 2004 RTP and RTIP with a completion date of 2010. The project entails constructing and operating an 8-mile-long light rail transit line from the Santa Ana Transit Center/Metrolink-Amtrack Station to John Wayne Airport. In October 2005, the Orange County Transportation Authority (OCTA) Board of Directors approved the replacement of the CenterLine project with four new projects and SCAG amended the 2004 RTP and 2004 RTIP accordingly.

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Yorba Linda Metrolink Station

The Yorba Linda Metrolink Station is included in the 2004 RTP and 2004 RTIP (project ID ORA981103) with a completion date of 2005. The Yorba Linda Metrolink Station shares the same set of substitution projects as the CenterLine.

The Centerline and Yorba Linda Station projects are located in the SCAB. Both are considered TCM projects under the Transit System category listed in Appendix IV-C of the 1997 Ozone SIP as well as the 2003 Ozone SIP. In compliance with the federal regulations and based on interagency consultation, SCAG and OCTA have replaced these TCM projects with four new transit projects (TCMs). The new TCM projects will be in place by 2010 (on the same schedule as the original projects).

Riverside County Bus Expansion

The 2004 RTIP included the procurement of three expansion buses (project ID RIV010511) for the City of Corona fixed-route bus way, or Green Line. This project is a TCM with a completion date in the 2004 RTIP of December 31, 2006. However, due to lower than expected ridership, the City of Corona did not see the need to expand service and did not expect demand to materialize for another three to five years. In compliance with the federal regulations and based on interagency consultation, SCAG and Riverside County Transportation Commission (RCTC) have replaced this TCM project with a new project. The proposed TCM replacement consists of leasing a 60 space park-and-ride lot in the City of Corona.

Based on SCAG's analysis of the Draft 2006 RTIP Timely Implementation Report, one additional project has been identified as requiring a substitution.

Los Angeles County Bike Trail

The 2004 RTIP includes the Thompson Creek Bicycle Trail (project ID LA002633). This is a two mile segment with a completion date of 2005. At the June 20, 2005 Pomona City Council, council members decided that La County Department of Public Works should not move forward with the project due to community opposition. The Los Angeles County Metropolitan Transportation Authority (MTA) is proposing the following project as a replacement:

LAC MTA LA450022 (Lump Sum) Diamond Bar, Brea Canyon Road project includes construction of designated bike paths, bicycle racks and landscaping. The project has funding in FY 07/08.

Section 6011(d) of SAFETEA-LU allows for the substitution of TCMs if certain conditions are met. These include:

- "(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;
- "(ii) if the substitute control measures are implemented-
 - "(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or
 - "(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;
- "(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;

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"(iv) if the substitute and additional control measures were developed through a collaborative process that included--

- "(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);
- "(II) consultation with the Administrator; and
- "(III) reasonable public notice and opportunity for comment; and

"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures.

The substitution of the proposed bike trail as part of the 2006 Regional Transportation Improvement Program process will allow MTA to meet the requirements set forth in Section 6011(d) of SAFETEA-LU, specifically public review, interagency consultation and emissions analysis.

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Transportation Conformity Working Group

June 27, 2006

Agenda Item 6.4: SAFETEA-LU Earmark Project on I-5

I-5 HOV AND TRUCK LANE PROJECT (23320)

Project Location: Los Angeles County
Santa Clarita

Project Description: Route 5/14 Interchange to Parker Road O.C.
HOV Lane and Truck Lane Improvement

- One HOV lane in the median (N/B & S/B) from I-5 / SR-14 interchange to Parker Road O.C.
- One truck lane along outside edge of traveled way (N/B) from Weldon Cyn to Pico Cyn Road / Lyons Ave.
- One truck lane along outside edge of traveled way (S/B) from 400 ft. north of Weldon Cyn to Pico Cyn Road / Lyons Ave.

Approved PSR-PDS in March 2003:

Sponsor: Caltrans in partnership with Private (Golden State Gateway Coalition)

Estimated Project Cost:

PAED (Project Approval / Environmental Document): \$7.6 million

PS&E (Design) : \$22 million

Construction: \$160 million

Project Schedule:

PAED (Project Approval Environmental Document): June 2008

PS&E (Design): January 2010

Construction: June 2013

Environmental Document: EIR/EIS (Environmental Impact Report/Statement)

Lead Agency: Caltrans

Current Status: Project was submitted to MTA in fall, 2005 for
submittal to SCAG for inclusion in the 2006 TIP;
project was rejected due to:

- Project is not currently identified in the 2004 RTP

Issues: Project not currently identified in 2004 RTP or 2006
TIP but needs to be for the following reasons:

1. Not jeopardize federal funding.
2. Approve Environmental Document by June 2008
3. Improve goods movement on I-5.

Requested Action:

Ammend the 2004 RTP to include this project and include this project in
the 2006 TIP.

Transportation Conformity Working Group

June 27, 2006

Agenda Item 6.6: Interagency Review of Projects: PM Hot Spot Analysis

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
3337 MICHELSON DRIVE SUITE 380
IRVINE, CA 92612-8894
PHONE (949) 724-2738



*Flex your power!
Be energy efficient!*

June 19, 2006

Southern California Association of Governments

818 W. Seventh Street, 12th Floor (Main Office)
Los Angeles, CA 90017

Attention: Mr. Jonathan Nadler, Program Manager II

Subject: State Route 90 (Imperial Highway), Grade Separation Project,
Caltrans Project Number E.A. 56211
Particulate Matter Conformity

Dear Jonathan:

The Esperanza/Orangethorpe/SR-90 intersection is currently operating at Level of Service (LOS) F during the peak hours even without the effects of train crossing. If a train crossing occurs during the peak hour traffic on SR-90, Orangethorpe Avenue and Esperanza Road experience 5 to 10 minute delays and related queues. Daily traffic volumes on SR-90 are expected to grow from 46,000 vehicles in 1996 to a projected volume of 80,000 vehicles in 2020 at the BNSF Railroad crossings. Rail traffic is also expected to increase from 68 crossing in 2001 to as many as 128 crossings in the year 2010.

This project is a top priority for Caltrans. Project was voted by CTC on June 7, 2006, therefore, project must be awarded by December 1, 2006, or chance loosing the \$60 Mil. Due to time line required to finalize and reproduce the bid documents, advertise and award the project, we are running out of time to meet this important deadline. Caltrans can not advertise the project without FHWA approval also known as E76 or would loose Federal fund participation. In order to get E76 Caltrans must have approval for PM Hot Spot Conformity.

Should you have any questions, please feel free to contact Mr. Arman Behtash of my staff at (949) 724-2029.

Sincerely,

Reza Aurasteh, Ph.D., PE, Chief
Environmental Engineering Branch

C: Arman Behtash, Environmental Engineering

"Caltrans improves mobility across California"

PM10/2.5 Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description (from TIP, RTP, and/or project documents) MPO ID#: 5620 Yr-2002-2003 The California Department of Transportation (Caltrans) proposes to widen and grade separate State Route 90 (also called Imperial Highway) at its existing intersection with Burlington Northern Santa Fe (BNSF) Railway (formerly the Atcheson, Topeka & Santa Fe or AT&SF Railway) and Orangethorpe Ave./Esperanza Rd. in the Cities of Anaheim and Yorba Linda within the County of Orange to reduce traffic congestion and accidents at this intersection. The proposed improvements will improve traffic flow at the intersection and make it safer for the motoring public.				
Type of project (see list below) <i>New state highway; Change to existing state highway</i>				
County: Orange	Narrative Location/Route & Postmiles 12-Ora-90-KP 18.99/20.28 Caltrans Projects – EA#: 12-056211			
Lead Agency: OCTA				
Contact Person Pija Ansari	Phone# 949-440-4497	Fax# 949-440-4465	Email Pija.Ansari@dot.ca.gov	
<i>Check appropriate box below</i>				
PM2.5		MAY BE POAQC	X	NOT POAQC
PM10		MAYBE POAQC	X	NOT POAQC
CO		MAYBE POAQC	X	NOT POAQC
Federal Action Needed (Check appropriate box and describe in Comments below)				
CE	EA or Draft EIS	FONSI or Final EIS	X	PS&E or Construction
Scheduled Date of Federal Action:				
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	January 2000	May 2003	May 2003	November 2006
End	May 20, 2003	May 1, 2006	March 1, 2006	April 2010
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> The Esperanza/Orangethorpe/SR-90 intersection is currently operating at Level of Service (LOS) F during the peak hours even without the effects of train crossing. If a train crossing occurs during the peak hour traffic on SR-90, Orangethorpe Avenue and Esperanza Road experience 5 to 10 minute delays and related queues. Daily traffic volumes on SR-90 are expected to grow from 46,000 vehicles in 1996 to a projected volume of 80,000 vehicles in 2020 at the BNSF Railroad crossings. Rail traffic is also expected to increase from 68 crossing in 2001 to as many as 128 crossings in the year 2010. This Grade Separation Project would increase the traffic safety of the existing Orangethorpe Avenue/Esperanza Road and BNSF Railroad crossings by eliminating these at grade crossings and with additional widened lanes would improve the LOS and consequently will improve the air quality.				
Surrounding Land Use/Traffic Generators Light industrial/Residential				

LOS C, AADT 56,000, 6.7% trucks, truck AADT of proposed facility 3,752 (opening year)
LOS D, AADT 80,000, 6.7% trucks , truck AADT of proposed facility 5,360 (RTP horizon year)
If facility is interchange(s) or intersection(s), cross-street AADT 33,000, % trucks, truck AADT (opening year) Truck Information is not available
If facility is interchange(s) or intersection(s), cross-street AADT 38,000, % trucks, truck AADT (RTP horizon year) Truck Information is not available
<p>Describe potential traffic redistribution effects of congestion relief.</p> <p>Daily traffic volumes on SR-90 are expected to grow from 46,000 vehicles in 1996 to a projected volume of 80,000 vehicles in 2020 at the BNSF Railroad crossings.</p> <p>Rail traffic is also expected to increase from 68 crossing in 2001 to as many as 128 crossings in the year 2010.</p> <p>This Grade Separation Project would increase the traffic safety of the existing Orangethorpe Avenue/Esperanza Road and BNSF Railroad crossings by eliminating these at grade crossings and with additional widened lanes would improve the LOS.</p>
<p>Comments/Explanation/Details <i>Attach additional sheets as necessary</i></p> <p>This project is <u>Ranked High Priority</u>, as it needs to be advertised by July 17, 2006, and it is in danger of losing funding.</p>

TYPE OF PROJECT:

New state highway; Change to existing state highway
New regionally significant street; Change to existing regionally significant street
New interchange; Change to existing interchange
Intersection channelization
Intersection signalization
Bus, rail, or inter-modal facility terminal/transfer point

REFERENCE:

Criteria for projects of air quality concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i>		RTIP ID#: LA996137	
Route 60 HOV lanes from Route 605 to Brea Canyon Road (Construct one HOV lane in each direction).			
Type of project <i>see list below</i> Change to Existing State Highway			
County: Los Angeles	Narrative Location/Route & Post Miles: 07-LA-60-11.8/23.3 Caltrans Projects – EA#: 07-1294V		
Lead Agency: Caltrans			
Contact Person Sam Alameddine	Phone# 213-897-0141	Fax# 213-897-1634	Email Sam.Alameddine@dot.ca.gov
Decision Desired <i>Check appropriate box below</i>			
PM2.5	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	X
PM10	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	X
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>			
<input type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/>	<input type="checkbox"/> EA or Draft EIS	X
<input type="checkbox"/> FONSI or Final EIS		<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action: June 29, 2006 for CMAQ & RSTP funding			
Current Programming Dates			
	PE/Environmental	ENG	ROW
Start	06/01/2001	03/01/2001	03/01/2002*
End	02/08/2006*	01/04/2011	01/04/2011
Project Purpose and Need (Summary): The purpose of this project is to reduce congestion, improves traffic flow by adding HOV lanes. * Environmental Reevaluation February 4, 2005; R/W certification April 27, 2006 The Total project cost is \$138.98 M (\$72.804 Local "Prop C", \$42.005 M STIP, \$5.4 M CMAQ & 17.889 RSTP).			
Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) Route 60 is primarily an urbanized route and the land use within the corridor consists of industrial, commercial, and residential areas. This segment of Route 60 is a heavily traveled east-west freeway servicing the San Gabriel valley and providing access between major urban centers in San Bernardino/Riverside Counties to the Los Angeles Central Business District. Also along this route, there is heavy use of trucks engaged in inter- and intra-regional goods movement, serving both port and domestic operations, use this route.			

Build and No Build, AADT, % trucks, truck AADT of proposed facility (opening year)

2011 Daily Travel Demands

		No Build			Build			2011 Bld vs. No Bld Total Daily Delay Savings in hours
		Mixed Flow	HOV	Total Facility	Mixed Flow	HOV	Total Facility	
Vehicle Classes	LDV's	279,000		279,000	275,000	10,000	285,000	5,100
	HDV's	21,500		21,500	24,000		24,000	
		300,500		300,500	299,000	10,000	309,000	

2011 Percent of Total Daily Demand

		No Build			Build		
		Mixed Flow	HOV	Total Facility	Mixed Flow	HOV	Total Facility
Vehicle Classes	LDV's	92.8%		92.8%	92.0%	100.0%	92.2%
	HDV's	7.2%		7.2%	8.0%		7.8%
		100.0%		100.0%	100.0%	100.0%	100.0%

Build and No Build, AADT, % trucks, truck AADT of proposed facility (Design year)

2030 Daily Travel Demands

		No Build			Build			2030 Bld vs. No Bld Total Daily Delay Savings in hours
		Mixed Flow	HOV	Total Facility	Mixed Flow	HOV	Total Facility	
Vehicle Classes	LDV's	299,400		299,400	270,000	53,800	323,800	6,200
	HDV's	29,600		29,600	31,000		31,000	
		329,000		329,000	301,000	53,800	354,800	

2030 Percent of Total Daily Demand

		No Build			Build		
		Mixed Flow	HOV	Total Facility	Mixed Flow	HOV	Total Facility
Vehicle Classes	LDV's	91.0%		91.0%	89.7%	100.0%	91.3%
	HDV's	9.0%		9.0%	10.3%		8.7%
		100.0%		100.0%	100.0%	100.0%	100.0%

<p>If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)</p> <p>If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):</p>
<p>Describe potential traffic redistribution effects of congestion relief</p> <p>Traffic delays would be reduced substantially due to ridesharing opportunity utilizing the newly constructed HOV lanes. Please note the above tables, the truck volumes practically remain the same in the Build vs. No- Build alternative.</p>
<p>Comments/Explanation/Details</p> <p>Motor vehicles produce more exhaust per mile at slower speeds; hence this project will reduce traffic slow downs because of the improved LOS (delay savings of 6,200 hours/day vs.no-build alt.), therefore the project should reduce emissions per mile and ultimately exposure of toxic constituents from vehicle exhaust to the population.</p>

TYPE OF PROJECT:

<p><i>New state highway</i></p> <p><i>New regionally significant street</i></p> <p><i>New interchange</i></p> <p><i>Intersection channelization</i></p> <p><i>Roadway realignment</i></p> <p><i>Bus, rail, or inter-modal facility/terminal/transfer point</i></p> <p><i>Truck weight/inspection station</i></p> <p><i>At or affects location identified in the SIP as a site of actual or possible violation of NAAQS</i></p>	<p><i>Change to existing state highway</i></p> <p><i>Change to existing regionally significant street</i></p> <p><i>Reconfigure existing interchange</i></p> <p><i>Intersection signalization</i></p>
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REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description from TIP, RTP, and/or project documents

MPO ID#: ORA052

(FTCS) TOLL ROAD (I-5 TO OSO PKWY) (16 MI) 2 MF EA. DIR BY 2010; AND 1 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2020 PER SCAG/TCA MOU 4/05/01

Type of project see list below

EXTENSION OF STATE HIGHWAY/ TOLL ROAD (RTE 241)

County:
ORANGE
SAN DIEGO

Narrative Location/Route & Postmiles:

RTE 241, BEGIN 3.7 END 14.4

RTE 241, BEGIN 0.0 END 5.5

Caltrans Projects – EA#: 111020

Lead Agency: TCA (FOOTHILL-EASTERN TRANSPORTATION CORRIDOR AGENCY)

Contact Person
MACIE CLEARY MILAN

949/754-3483

949/754-3491

Email
CLEARY@SJHTCA.COM

Decision Desired Check appropriate box below

PM2.5	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/>	NOT Project of Air Quality Concern
PM10	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/>	NOT Project of Air Quality Concern

Federal Action for which PM Analysis is Needed Check appropriate box and describe in Comments below

<input type="checkbox"/>	CE	<input type="checkbox"/>	EA or Draft EIS	<input checked="" type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>	Other
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Scheduled Date of Federal Action: 6 –7/06

Current Programming Dates as appropriate

	PE/Environmental	ENG	ROW	CON
Start	PHASE 1	ONGOING	06/07	07/08
End	PHASE 1	07/08	06/07	09/10

Project Purpose and Need (Summary): Attach additional sheets as necessary

As stated in the adopted purpose and need statement, the purpose of the FTCS Preferred Alternative is to provide transportation infrastructure improvements that would help alleviate future traffic congestion and accommodate the need for mobility, access, goods movement and future traffic demands on I-5 and the arterial network in the study area. Transportation infrastructure improvements are necessary to address needs for mobility and projected freeway capacity deficiencies and arterial congestion in south Orange County. Freeway capacity deficiencies and arterial congestion are anticipated as a result of projected traffic demand, which would be generated by projected increases in population, employment, housing and intra- and inter-regional travel estimated by SCAG and SANDAG. The project would improve the projected future LOS and reduce the amount of congestion and delay on the freeway system and, as a secondary objective, the arterial network, in southern Orange County.

Surrounding Land Use/Traffic Generators

The study area for the FTCS Preferred Alternative encompasses the southeast part of Orange County and the northernmost part of San Diego County, and ten cities bordering or in the vicinity of Interstate 5 (I-5) between its confluence with I-405 in central Orange County and its intersection with Basilone Road in San Diego County. The total number of residents in south Orange County in 2000 was 481,900; this is forecast to increase to 627,568 residents in 2025. The total number of employees in south Orange County is forecast to increase from 207,193 employees in 2000 to 304,938 employees in 2025. The FTCS Preferred Alternative is designed to help provide adequate circulation infrastructure to future residents, businesses, and intra- and inter-regional travelers on existing facilities, including I-5, Oso Parkway, Antonio Parkway and Avenida Pico, in south Orange County.

LOS, AADT, % trucks, truck AADT of proposed facility (opening year)	LOS B: 39,500 AADT, LESS THAN 4% TRUCK TRAFFIC, 1,580 TRUCKS/DAY ON HEAVIEST SEGMENT IN 2010
LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year)	LOS D: 58,000 AADT, 4% TRUCK TRAFFIC, 2,320 TRUCKS/DAY ON HEAVIEST SEGMENT IN 2025
If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (opening year):	N/A
If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (RTP horizon year):	N/A
Describe potential traffic redistribution effects of congestion relief <p>Traffic and emissions modeling for the Preferred Alternative demonstrates congestion relief and associated emission reductions within the region and South Orange County study area. While the Preferred Alternative will result in a very small increase in regional VMT (i.e., 14,981 vehicle miles per day in comparison to the 421,712,541 miles projected for the region), arterial road traffic will decrease substantially more (i.e., 386,398 miles per day). Traffic will be removed from arterial road intersections where congestion could otherwise contribute to PM₁₀ or PM 2.5 hot spots.</p>	
Comments/Explanation/Details <p><i>Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate</i></p> <p>The Foothill Transportation Corridor South Preferred Alternative does not fall within the category of "new or expanded highway projects that have a significant number of or significant increase in diesel vehicles." The March 2006 conformity rule and FHWA guidance indicate that a new transportation facility with 8% or more diesel truck traffic, or more than 10,000 average daily truck trips, would warrant a PM 10 or PM 2.5 hot spot analysis. In contrast, the SOCTIIP Preferred Alternative's diesel truck traffic component is estimated to be less than 4% for all years through 2025. The highest projected traffic volume segment on the FTC-South is just south of Oso Parkway, with 58,000 ADT in 2025. At 4% trucks, the highest level of trucks on any segment of the facility would be 2,320 average daily trips, not all of which are diesel. This level of truck traffic is more than 75% below the 10,000 ADT indicator discussed in the FHWA conformity guidance. Further, the Preferred Alternative does not add significant diesel truck traffic or vehicle traffic to any intersection with a Level of Service D, E or F, another indicator of the need for a qualitative PM 10 and PM 2.5 hot spot analysis. Finally, the Preferred Alternative does not impact a PM 10 or PM 2.5 area of violation, or possible area of violation, identified in the applicable SIP.</p>	

TYPE OF PROJECT:

New state highway; Change to existing state highway
 New regionally significant street; Change to existing regionally significant street
 New interchange; Reconfigure existing interchange
 Intersection channelization
 Intersection signalization
 Roadway realignment
 Bus, rail, or inter-modal facility/terminal/transfer point
 Truck weight/inspection station
 At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.



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Chief Executive Officer



June 9, 2006

Mr. Jonathan Nadler
Program Manager II
Southern California Association of Governments
818 W. Seventh Street, 12th Floor (Main Office)
Los Angeles, CA 90017

**Subject: State Route 57 (SR-57) Northbound Widening Improvements (0F0300)-
Particulate Matter Conformity**

Dear Mr. Nadler:

The Orange County Transportation Authority (OCTA) proposes to construct improvements to widen northbound State Route 57 (the Orange Freeway) from 0.3 km (0.2 mi) south of Orangethorpe Avenue in the City of Placentia to 0.2 km (0.1 mi) north of Lambert Road in the City of Brea. This project has a length of 7.6 km (4.7 mi), and passes through the Cities of Placentia, Fullerton and Brea, in Orange County, California. In general, the SR-57 Northbound Widening Improvements propose to add one northbound through lane from the Orangethorpe Avenue Exit Ramp to the Lambert Road Entrance Ramp.

On March 10, 2006, the U.S. Environmental Protection Agency (EPA) published a final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in PM_{2.5} and PM₁₀ non-attainment and maintenance areas (71 Federal Register [FR] 12458). Transportation conformity is required under Clean Air Act section 176(c) 42 United States Code (U.S.C.) 7506(c) to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the state quality implementation plan (SIP). EPA's transportation conformity rule (40 Code of Federal Regulations [CFR] 51.390 and Part 93) establishes the criteria and procedures for determining whether transportation activities conform to the SIP. Clean Air Act section 176(c)(1)(B) is the statutory criterion that must be met by all projects in nonattainment and maintenance areas that are subject to transportation conformity. Section 176(c)(1)(B) states that federally-supported transportation projects must not "cause or contribute to any new violation of any standard in any area; increase the frequency or severity of any existing violation of any standard in any area; or delay timely attainment of any standard or any required interim emission reductions or other milestones in any area."

To meet statutory requirements, the March 10, 2006 final rule requires PM_{2.5} and PM₁₀ hot-spot analyses to be performed for projects of air quality concern. Qualitative hot-spot analyses would be done for these projects before appropriate methods and modeling guidance are available and quantitative PM_{2.5} and PM₁₀ hot-spot analyses are required under 40 CFR 93.123(b)(4). In addition, through the final rule, EPA determined that projects not identified in 40 CFR 93.123(b)(1) as projects of air quality concern have also met statutory requirements

CS5

without any further hot-spot analyses (40 CFR 93.116(a)). The final rule defines the projects of air quality concern that require a PM_{2.5} and PM₁₀ hot-spot analysis in 40 CFR 93.123(b)(1) as:¹

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{2.5} or PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Conformity determinations require the analysis of direct and indirect emissions associated with the proposed project and compare them to the without project condition. If the total of direct and indirect emissions from the project reaches or exceeds regionally significant thresholds, the Lead Agency must perform a conformity determination to demonstrate the positive conformity of the federal action.

The proposed project would not conflict with an applicable plan, policy, or regulation of an agency with jurisdiction over the project. The proposed project is also consistent with Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) and is intended to meet the traffic needs in the area based on local land use plans. Additionally, this project is identified in the freeway chokepoint program and is part of the fast forward initiative being sponsored by OCTA for funding for design and construction. It is proposed as a "Category 4A" project, and is proposed to be paid for by Local, Measure M, funds. The project will be proposed for STIP funds for future phases. This project is needed to maintain acceptable level of service (LOS), and to implement part of the improvements recommended in the Transportation Concept Report (formerly Route Concept Report) for State Route 57 Freeway, which was approved in 1999.

By Year 2030, daily traffic volumes within the project area range from more than 144,000 to 158,000 vehicles per day, with peak hour volumes ranging from 11,700 to nearly 13,600 vehicles in the mixed-flow lanes and 3,000 vehicles in the HOV lane. Without any improvements to the freeway, a failing level of service (LOS F) is expected throughout the project area. The proposed improvements will improve local circulation and access through this vital corridor. Although the SR-57 mainline experiences two-way volumes in excess of 200,000 vehicles per day (vpd), the total volume of heavy truck and diesel traffic is expected to seven (7) percent of the total ADT under existing and forecast Year 2030 conditions. Note that this segment of SR-57 does not serve any ports, rail yards or other significant sources of particulate matter.

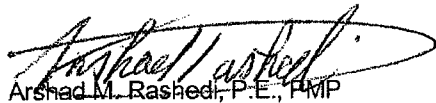
Based upon the information provided above, the project is not expected to introduce significant amounts of diesel truck traffic to the area and is not considered a project of significant concern

¹ U.S. Environmental Protection Agency and Federal Highway Administration, *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM₁₀ and PM_{2.5} Nonattainment and Maintenance Areas*, (PM₁₀ Protocol), March 2006, Appendix A.

Mr. Jonathan Nadler
June 9, 2006
Page 3

per the definition contained within 40 CFR 93.123(b)(1). Thus, a less than significant impact with respect to $PM_{2.5}$ and PM_{10} would occur. OCTA respectfully requests SCAG's consideration and acceptance of this letter as formal validation of the project's insignificant contribution of $PM_{2.5}$. To facilitate review by the Transportation Conformity Working Group, we are attaching the *PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation* form with detailed information supporting our conclusion.

Sincerely,

A handwritten signature in black ink, appearing to read "Arshad M. Rashed", is written over a horizontal line.

Arshad M. Rashed, P.E., PMP
Section Manager, Project Development
Orange County Transportation Authority

Attachments

cc: Jennifer Bergener, Capital Programs - OCTA
Darrell Johnson, Programming, Development and Commuter Rail – OCTA
Bo Burick, SR -57 Consultant Project Manager – RBF
Leslie Manderscheid, Environmental Planning - Caltrans

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i>		MPO ID#: ORA120332	
<p>The Orange County Transportation Authority (OCTA) proposes to construct improvements to widen northbound State Route 57 (the Orange Freeway) from 0.3 km (0.2 mi) south of Orangethorpe Avenue in the City of Placentia to 0.2 km (0.1 mi) north of Lambert Road in the City of Brea. This project has a length of 7.6 km (4.7 mi), and passes through the Cities of Placentia, Fullerton and Brea, in Orange County, California. Refer to Attachment A (Additional Information) for an expanded summary.</p>			
Type of project <i>see list below</i>			
Change to existing state highway			
County: Orange	Narrative Location/Route & Postmiles: Between 0.3 km (0.2 mi) South of Orangethorpe Avenue to 0.2 km (0.1 mi) North of Lambert Road 12-ORA-57 KP 26.4 / 34.0 (PM 16.4 / 21.1) Caltrans Projects – EA#: 0F0300		
Lead Agency: Orange County Transportation Authority			
Contact Person Arshad Rashedi	Phone# 714.560.5874	Fax# 714.560.5794	Email arashedi@octa.net
Decision Desired <i>Check appropriate box below</i>			
PM2.5	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/> NOT Project of Air Quality Concern
PM10	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/> NOT Project of Air Quality Concern
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>			
<input type="checkbox"/> CE	<input checked="" type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction <input type="checkbox"/> Other
Scheduled Date of Federal Action: Aug 2007			
Current Programming Dates <i>as appropriate</i>			
	PE/Environmental	ENG	ROW
Start	Aug 2005	Nov 2007	Jun 2008
End	Aug 2007	Dec 2008	Dec 2010
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i>			
<p>The purpose of the proposed SR-57 Northbound Widening Project, from the Orangethorpe Avenue exit ramp to the Lambert Road entrance ramp, is to improve both existing and future mobility, reduce congestion, improve mainline weaving, merge and diverge movements without substantial acquisition of right of way. Without any improvements to the freeway, a failing level of service (LOS F) is expected throughout the project area. Refer to Attachment A (Additional Information) for an expanded summary.</p>			
Surrounding Land Use/Traffic Generators			
<p>SR-57 is one of the principal freeways connecting Orange County with the eastern part of Los Angeles County and the adjacent portion of San Bernardino County and directly serves a number of major traffic generators including California State University at Fullerton, the Arrowhead "Pond" of Anaheim, Edison International Field of Anaheim baseball stadium, the Brea Mall Shopping Center and Craig Regional Park. The part of State Route 57 Freeway which continues north into Los Angeles County directly serves California State Polytechnic University at Pomona, the Lanterman State Developmental Center and Frank G. Bonelli Regional County Park.</p>			
LOS, AADT, % trucks, truck AADT of proposed facility (opening year)			
<p>Refer to Exhibit 1 (SR-57 Existing Average Daily Traffic [ADT] Volumes) within Attachment B (ADT Exhibits). As noted within Exhibit 1, the two-way AADT along the mainline of SR-57 ranges from 202,500 (north of Lambert Road) to 283,500 (south of Orangethorpe Avenue). Heavy trucks along SR-57 account for 7 percent of the overall volume (note that recreational vehicles are also accounted for in this classification). Additionally, all of the study freeway segments are forecast to operate at LOS F for forecast year 2030 without Project conditions and two segments are improved with Project conditions. Refer to Attachment A (Additional Information) for a detailed summary of the ADT, truck percentage and LOS.</p>			

LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year)

Refer to Exhibit 2 (SR-57 Forecast Year 2030 Average Daily Traffic [ADT] Volumes) within Attachment B (ADT Exhibits). As noted within Exhibit 2, the two-way AADT along the mainline of SR-57 ranges from 284,588 (Yorba Linda Boulevard to Imperial Highway) to 303,912 (south of Orangethorpe Avenue). Heavy trucks along SR-57 account for 7 percent of the overall volume (note that recreational vehicles are also accounted for in this classification). Additionally, the LOS for two segments is improved with Project conditions. Refer to Attachment A (Additional Information) for an a detailed summary of the ADT, truck percentage and LOS.

If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (opening year): Not Applicable

If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (RTP horizon year): Not Applicable

Describe potential traffic redistribution effects of congestion relief

Based upon the scope of the proposed improvements, localized traffic will not be redistributed. Additionally, traffic volumes are forecast to improve under the horizon year (2030) scenario. Refer to Attachment A (Additional Information) for an expanded summary.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

Conformity determinations require the analysis of direct and indirect emissions associated with the proposed project and compare them to the without project condition. If the total of direct and indirect emissions from the project reaches or exceeds regionally significant thresholds, the Lead Agency must perform a conformity determination to demonstrate the positive conformity of the federal action.

The proposed project would not conflict with an applicable plan, policy, or regulation of an agency with jurisdiction over the project. The proposed project is also consistent with Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) and is intended to meet the traffic needs in the area based on local land use plans. Additionally, this project is identified in the freeway chokepoint program and is part of the fast forward initiative being sponsored by the Orange County Transportation Authority (OCTA) for funding for design and construction. It is proposed as a "Category 4A" project, and is proposed to be paid for by Orange County Measure "M" funds and/or RTIP funds. This project is needed to maintain acceptable level of service (LOS), and to implement part of the improvements recommended in the Transportation Concept Report (formerly Route Concept Report) for State Route 57 Freeway, which was approved in 1999.

As noted above under "Purpose and Need", by Year 2030, daily traffic volumes within the project area range from more than 144,000 to 158,000 vehicles per day, with peak hour volumes ranging from 11,700 to nearly 13,600 vehicles in the mixed-flow lanes and 3,000 vehicles in the HOV lane. Without any improvements to the freeway, a failing level of service (LOS F) is expected throughout the project area. The proposed improvements will improve local circulation and access through this vital corridor. Although the SR-57 mainline experiences two-way volumes in excess of 200,000 vehicles per day (vpd), the total volume of heavy truck and diesel traffic is expected to seven (7) percent of the total ADT under existing and forecast Year 2030 conditions. Note that this segment of SR-57 does not serve any ports, rail yards or other significant sources of particulate matter.

Based upon the information provided above, the project is not expected to introduce significant amounts of diesel truck traffic and is not considered a project of significant concern per the definition contained within 40 CFR 93.123(b)(1). Thus, a less than significant impact with respect to PM_{2.5} and PM₁₀ would occur.

TYPE OF PROJECT:

New state highway; Change to existing state highway

New regionally significant street; Change to existing regionally significant street

New interchange; Reconfigure existing interchange

Intersection channelization

Intersection signalization

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

Attachment A
Additional Information

ATTACHMENT A – ADDITIONAL INFORMATION

This Attachment is intended to supplement the information contained within the *PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation* form.

PROJECT DESCRIPTION

The Orange County Transportation Authority (OCTA) proposes to construct improvements to widen northbound State Route 57 (the Orange Freeway) from 0.3 km (0.2 mi) south of Orangethorpe Avenue in the City of Placentia to 0.2 km (0.1 mi) north of Lambert Road in the City of Brea. This project has a length of 7.6 km (4.7 mi), and passes through the Cities of Placentia, Fullerton and Brea, in Orange County, California.

In general, the SR-57 Northbound Widening Improvements propose to add one northbound through lane from the Orangethorpe Avenue Exit Ramp to the Lambert Avenue Entrance Ramp. Details of the proposed improvements are as follows:

1. Orangethorpe Avenue Exit Ramp to Orangethorpe Avenue Entrance Ramp: The existing facility provides (1) HOV lane and (5) mixed-flow lanes. The Project will add (1) mixed-flow lane. The proposed facility will provide (1) HOV lane and (6) mixed-flow lanes.
2. Orangethorpe Avenue Entrance Ramp to Chapman Avenue Exit Ramp: The existing facility provides (1) HOV lane, (4) mixed-flow lanes, and (1) auxiliary lane. The Project will add (1) mixed-flow lane. The proposed facility will provide (1) HOV lane, (5) mixed-flow lanes, (1) auxiliary lane and a two-lane exit ramp to Chapman Avenue.
3. Chapman Avenue Exit Ramp to Nutwood Avenue Entrance Ramp: The existing facility provides (1) HOV lane and (4) mixed-flow lanes. The Project will add (1) mixed-flow lane. The proposed facility will provide (1) HOV lane and (5) mixed-flow lanes.
4. Nutwood Avenue Entrance Ramp to Yorba Linda Boulevard Exit Ramp: The existing facility provides (1) HOV lane, (4) mixed-flow lanes and (1) auxiliary lane. The Project will add (1) mixed-flow lane. The proposed facility will provide (1) HOV lane, (5) mixed-flow lanes and (1) auxiliary lane.
5. Yorba Linda Boulevard Exit Ramp to Yorba Linda Boulevard North Entrance Ramp: The existing facility provides (1) HOV lane and (4) mixed-flow lanes. The Project will add (1) mixed-flow lane. The proposed facility will provide (1) HOV lane and (5) mixed-flow lanes.
6. Yorba Linda Boulevard North Entrance Ramp to Rolling Hills Drive: The existing facility provides (1) HOV lane and (4) mixed-flow lanes. The Project will add (1) mixed-flow lane. The proposed facility will provide (1) HOV lane and (5) mixed-flow lanes.
7. Rolling Hills Drive to Imperial Highway Exit Ramp: The existing facility provides (1) HOV lane and (4) mixed-flow lanes. The Project will add (1) mixed-flow lane, (1) auxiliary lane and the Imperial Hwy exit ramp will be reconfigured from a one-lane exit to a two-lane exit. The proposed facility will provide (1) HOV lane, (5) mixed-flow lanes, (1) auxiliary lane and a two-lane exit ramp to Imperial Hwy.
8. Imperial Highway Exit Ramp to Imperial Highway South Entrance Ramp: The existing facility provides (1) HOV lane and (4) mixed-flow lanes. The Project will add (1) mixed-flow lane. The proposed facility will provide (1) HOV lane and (5) mixed-flow lanes.
9. Imperial Highway South Entrance Ramp to Imperial Highway North Entrance Ramp: The existing facility provides (1) HOV lane and (4) mixed-flow lanes. The Project will add (2) mixed-flow lanes. The proposed facility will provide (1) HOV lane and (6) mixed-flow lanes.
10. Imperial Highway North Entrance Ramp to Lambert Road Exit Ramp: The existing facility provides (1) HOV lane and (4) mixed-flow lanes. The Project will add (1) mixed-flow

lane and (1) auxiliary lane. The proposed facility will provide (1) HOV lane, (5) mixed-flow lanes and (1) auxiliary lane.

11. Lambert Road Exit Ramp to Lambert Road Entrance Ramp: The existing facility provides (1) HOV lane and (4) mixed-flow lanes. The Project will add (1) mixed-flow lane. The proposed facility will provide (1) HOV lane and (5) mixed-flow lanes.

Alternative 1 will generally provide the proposed improvements in accordance with Caltrans Highway Design Manual requirements. Alternative 2 differs from Alternative 1 principally in the following respects:

1. Maintains existing nonstandard median shoulder (generally 0.6 meter in width) north of Orangethorpe Avenue;
2. Maintains existing nonstandard 3.35 meter lane widths;

Both build alternatives require limited amounts of right of way acquisition. Alternative 1 requires approximately 515 m² of acquisition at a total of five locations. Alternative 2 requires approximately 24 m² of acquisition at one location.

PROJECT PURPOSE AND NEED

The purpose of the proposed SR-57 Northbound Widening Project, from the Orangethorpe Avenue exit ramp to the Lambert Road entrance ramp, is to improve both existing and future mobility, reduce congestion, improve mainline weaving, merge and diverge movements without substantial acquisition of right of way. The environmental study boundary spans from the SR-91 interchange to north of Lambert Road where traffic generation reduces due to lower population density.

The proposed project is intended to achieve the following goals:

1. Maximize mainline mobility and throughput without acquisition of substantial right of way;
2. Facilitate regional circulation, flow of goods and services via SR-57;
3. Achieve a major component of the OCTA Chokepoint Program; and
4. Conform to state, regional, and local plans and policies.

Existing daily traffic volumes within the project area range from more than 101,000 to 142,000 vehicles per day, with peak hour volumes ranging from 8,300 to nearly 9,900 vehicles in the mixed-flow lanes and over 1,700 vehicles in the HOV lane. Under current traffic conditions, substantial congestion is experienced in the afternoon peak hour period.

By Year 2030, daily traffic volumes within the project area range from more than 144,000 to 158,000 vehicles per day, with peak hour volumes ranging from 11,700 to nearly 13,600 vehicles in the mixed-flow lanes and 3,000 vehicles in the HOV lane. The forecast northbound peak hour traffic volumes in the HOV lane in the Year 2030 is based on a requirement of at least two persons per vehicle. Without any improvements to the freeway, a failing level of service (LOS F) is expected throughout the project area.

This project is supported by OCTA and Caltrans District 12. It is identified in the freeway chokepoint program and is part of the fast forward initiative being sponsored by OCTA for funding for design and construction. It is proposed as a "Category 4A" project. It is anticipated that a Mitigated Negative Declaration/Finding of No Substantial Impact (MND/FONSI) would satisfy the environmental compliance for CEQA and NEPA. This project is tentatively proposed to be funded by Orange County Measure "M" funds and/or Regional Transportation

Improvement Program (RTIP) funds. The PA/ED phase of the project is scheduled for completion in May 2007. This project would serve to implement part of the improvements recommended in the Transportation Concept Report (formerly Route Concept Report for SR-57).

This is considered to be State-Authorized under current the FHWA/Caltrans Stewardship Agreement.

LOS, AADT, % TRUCKS, TRUCK AADT OF PROPOSED FACILITY

Table 1
Truck Percentages

#	Roadway Segment	Truck Percent Values
1	SR -57 Mainline	7%
2	Orangethorpe Avenue Off-Ramp	2%
3	Orangethorpe Avenue On-ramp	2%
4	Chapman Avenue Off-Ramp	2%
5	Nutwood Avenue Off-Ramp	1%
6	Nutwood Avenue On-Ramp	2%
7	Yorba Linda Boulevard Off-Ramp	2%
8	Eastbound Yorba Linda Boulevard On-Ramp	2%
9	Westbound Yorba Linda Boulevard On-Ramp	2%
10	Imperial Highway Off-Ramp	5%
11	Eastbound Imperial Highway On-Ramp	5%
12	Westbound Imperial Highway On-Ramp	5%
13	Lambert Road Off-Ramp	5%

Source: Steve Kinaly, Caltrans District 12, May 2006.

Table 2
Freeway Segment PM Peak Hour Level of Service

Ramp	Existing Conditions		Year 2030 Without Project		Year 2030 With Project	
	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Orangethorpe Ave to Chapman Ave	35.8	E	OVRFL	F	OVRFL	F
Chapman Ave to Nutwood Ave	41.5	E	OVRFL	F	OVRFL	F
Nutwood Ave to Yorba Linda Blvd	31.4	D	OVRFL	F	38.1	E
Yorba Linda Blvd to Imperial Hwy	42.9	E	OVRFL	F	OVRFL	F
Imperial Hwy to Lambert Rd	41.0	E	OVRFL	F	36.5	E

Source: Traffic Impact Analysis, January 31, 2006.
Note: pc/mi/ln = passenger cars per mile per lane; OVRFL= Density exceeds calculation of software program.

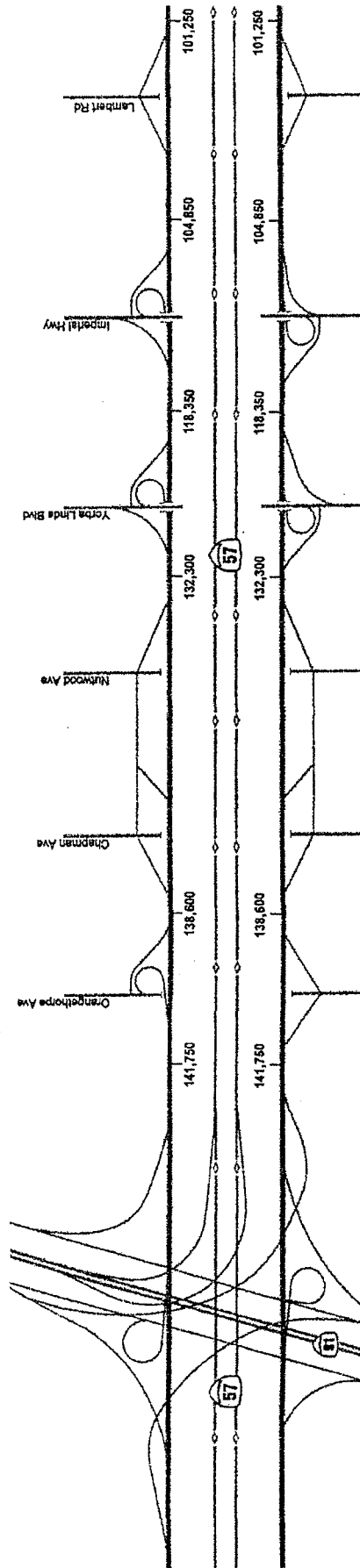
DESCRIBE POTENTIAL TRAFFIC REDISTRIBUTION EFFECTS OF CONGESTION RELIEF

During construction, changes will be made in the position of lanes and the cross section of the northbound lanes of the freeway. All lanes, except the outermost mixed-flow lane, will be reduced to 3.35 meters in width. No reductions in the number of travel lanes, freeway closures, intersecting road closures, or rail closures are anticipated. Temporary reductions or closures may occur at the (1) beginning of construction, when barriers are being moved into position; (2) during re-striping, when falsework is being installed or removed; or (3) at the end, when the freeway is being restored to its completed condition. These closures would be limited to

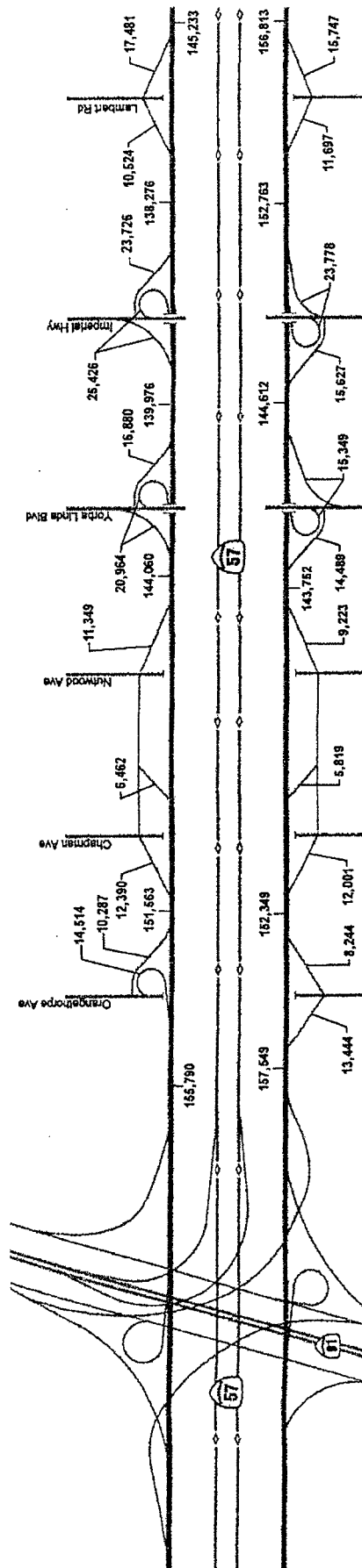
between 10:00 p.m. and 5:00 a.m., and adequate notification will be required. No detours are planned for this project, with the exception of temporary closures necessary for re-striping, placement of falsework, etc

Once operational, there are not any anticipated long-term shifts in the planned land use types. The proposed project will improve vehicular circulation within portions of the cities of Fullerton, Placentia, and Brea that are densely populated. The proposed project would not induce development in the project area. Additionally, projects are proposed to the north and south of the proposed project that would widen northbound SR-57. Thus, this project is compatible with potential future improvements along SR-57. Specifically, a Project Study Report (PSR) was prepared by Caltrans, and approved in September 2001, to add a minimum of one northbound climbing lane (a fifth and possibly a sixth mixed-flow climbing lane) from Lambert Road approximately 1 km (0.62 mi) north of the Orange County/Los Angeles County line.

Attachment B
ADT Exhibits



XXX - Existing Average Daily Traffic Volume
 Source : Orange County Transportation Authority.



XXX - Forecast Year 2030 Average Daily Traffic Volume
 Source : Orange County Transportation Authority

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i> SR-91 Lane drop restoration-extend exist. aux lane from W/B to SR-91 to S/B SR-241 frm 400 mtrs W of Coal Canyon Rd Undercrossing to 1000 Mtrs E of Coal Cny Rd Undercrossing.		MPO ID#: ORA120336	
Type of project <i>see list below</i> Change to existing state highway – Lane Addition			
County: Orange & Riverside	Narrative Location/Route & Postmiles: SR-91 between SR-241 and SR-71. 12-ORA-91 KP 25.628/32.034 (PM15.925/19.905) - 8-RIV-91 KP 0.000/4.682 (PM 0.000/2.909) Caltrans Projects – EA#: DISTRICT 12 EA 0G0400, DISTRICT 8 EA 0E800		
Lead Agency: Orange County Transportation Authority			
Contact Person Arshad M. Rashedi, P.E. PMP	Phone# (714) 560-5874	Fax# (714) 560-5794	Email Arashedi@octa.net
Decision Desired <i>Check appropriate box below</i>			
PM2.5	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/> NOT Project of Air Quality Concern
PM10	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input type="checkbox"/> NOT Project of Air Quality Concern
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>			
<input type="checkbox"/> CE	<input type="checkbox"/> EA or Draft EIS	<input checked="" type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction
Scheduled Date of Federal Action: March, 2007			
Current Programming Dates <i>as appropriate</i>			
	PE/Environmental	ENG	ROW
Start	2004	August, 2007	November, 2008
End	May, 2007	October, 2008	January, 2009
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> The purpose of this project is to improve weaving between SR-241 and SR-91, as well as reduce the number of vehicles in the SR-91 mainline traffic flow that would be exiting at Green River Drive and SR-71. The standard width lanes and shoulders would enhance safety within the project area. There are three choke point locations that significantly impact traffic operations and are the primary cause of congestion within the study area. At the junction of northbound SR- 241 and eastbound SR-91 there are five general-purpose lanes on SR-91 that drops to four lanes after a distance of approximately 1.6-km (near Coal Canyon Road). Thus, the right lane acts as a long merge lane in this area. There is another lane drop along eastbound SR-91 immediately after the connector to northbound SR-71. In addition to these choke points along eastbound SR-91, there is a choke point on northbound SR-71 north of where the connectors from eastbound and westbound SR-91 merge. During the P.M. peak traffic period traffic backs up on these connectors and onto SR-91 in both directions. The purpose of this project is to improve flow by relieving these choke points.			
Surrounding Land Use/Traffic Generators The majority of the uses in the immediate vicinity of the project area are residential uses, however there are small to moderate industrial parks just outside the project area along SR-91 at both ends (i.e.; to the east and west) of the project area. SR-91 is a primary connector between Orange County and the inland			

LOS, AADT, % trucks, truck AADT of proposed facility (opening year)**2010 Projected Traffic Volumes**

Segment	No Project			With Project		
	AADT	Truck AADT	LOS (AM/PM)	ADT	Truck ADT	LOS (AM/PM)
SR-91						
NB 241 Connector to Coal Canyon	176,630	10,598	D/D	176,630	10,598	D/D
Coal Canyon to Green River Dr.	171,827	10,310	E/E	171,827	10,310	E/E
Green River Dr. to SR-71	197,774	11,866	E/E	197,774	11,866	D/D

Notes:

AADT was estimated based on the AM and PM Peak hour traffic volumes from the traffic study prepared for the project ("Eastbound SR-91 Lane Addition from SR-241 to SR-71 Final Traffic Analysis Report for the Project Report (PR) and Environmental Document (ED)" Meyer, Mohaddes Associates, February 2006). The traffic study prepared for the project did not project AADT's for opening year. The ratio between the average of the AM and PM peak hour volumes and the AADT for the year 2030 were used to estimate the 2010 AADT shown in the table.

LOS is from the traffic study prepared for the project ("Eastbound SR-91 Lane Addition from SR-241 to SR-71 Final Traffic Analysis Report for the Project Report (PR) and Environmental Document (ED)" Meyer, Mohaddes Associates, February 2006).

Truck AADT based on existing data from Caltrans Traffic and Vehicle Data Systems showing for existing conditions 6% of AADT is trucks on SR-91 west of SR-71. No adjustments were made to account for diesel fueled trucks vs. gas fueled trucks. Further, no data was available to estimate future truck percentage so the existing percentage was used.

Additional traffic data details are provided in the attachment.

LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year)**2030 Projected Traffic Volumes**

Segment	No Project			With Project		
	AADT	Truck AADT	LOS (AM/PM)	ADT	Truck ADT	LOS (AM/PM)
SR-91						
NB 241 Connector to Coal Canyon	222,030	13,322	F/F	229,340	13,760	F/F
Coal Canyon to Green River Dr.	222,030	13,322	F/F	229,340	13,760	F/F
Green River Dr. to SR-71	210,050	12,603	F/F	217,350	13,041	D/F

Notes:

AADT and LOS are from the traffic study prepared for the project. ("Eastbound SR-91 Lane Addition from SR-241 to SR-71 Final Traffic Analysis Report for the Project Report (PR) and Environmental Document (ED)" Meyer, Mohaddes Associates, February 2006)

Truck AADT based on existing data from Caltrans Traffic and Vehicle Data Systems showing for existing conditions 6% of AADT is trucks on SR-91 west of SR-71. No adjustments were made to account for diesel fueled trucks vs. gas fueled trucks. Further, no data was available to estimate future truck percentage so the existing percentage was used.

Additional traffic data details are provided in the attachment.

If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (opening year): not applicable

If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (RTP horizon year): not applicable

Describe potential traffic redistribution effects of congestion relief

The traffic study prepared for the project shows that there will be considerable increases in ramp traffic volumes at Gypsum Canyon Road and Green River Drive with the project. However, the majority of uses in the vicinity of these ramps are residential and therefore much of the traffic on these ramps would be passenger vehicles. The project would also increase traffic on SR-241 and SR-71. However, truck volumes on SR-241 and SR-71 would not be expected to exceed 10,000 AADT and therefore, these facilities would not be considered air quality concerns per the PM2.5 hotspot guidelines. (additional information is provided in the attachment).

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

The project does not qualify as a project of air quality concern because the project would not result in a significant increase in the number of diesel busses and diesel trucks that would utilize the facility especially when considered in conjunction with the additional capacity provided by the project. The project proposes the addition of a lane to eastbound SR-91 between SR-241 and SR-71. The traffic study for the project shows that traffic volumes in 2010 will not change with the project compared to no-build conditions. In 2030, the traffic study projects that ADT volumes will increase by approximately 3.3% with the project over no-build conditions. This represents an increase of approximately 440 daily trucks with the project over the no project conditions in 2030. This increase is not significant when considered in conjunction with the capacity that the project will add to SR-91. The project will increase the total number of eastbound lanes from 6 to 7 from Coal Canyon to SR-71. This represents an increase in capacity of 16.7%. The traffic study concludes that the project will result in less congestion and higher average speeds. Lower delay and higher speeds result in lower emissions that will offset the projected small increase in trucks with the project. Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis and the proposed project would not create a new, or worsen an existing, PM2.5 violation.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i>		RTIP ID#: RIV 0084	
SR-91 at Van Buren Blvd, Reconstruct ramps, widen over-crossing, add new EB on-ramp			
Type of project <i>see list below</i> Reconfigure existing interchange			
County: Riverside	Narrative Location/Route & Postmiles: State Route 91 at Van Buren Blvd Interchange, PM 13.6 to 14.5 Caltrans Projects – EA#: 203200		
Lead Agency:			
Contact Person Philip Hannawi	Phone# 951-826-5706	Fax# 951-826-5542	Email phannawi@riversideca.gov
Decision Desired <i>Check appropriate box below</i>			
PM2.5		MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/> NOT Project of Air Quality Concern
PM10		MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/> NOT Project of Air Quality Concern
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>			
<input type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input checked="" type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction <input type="checkbox"/> Other
Scheduled Date of Federal Action:			
Current Programming Dates <i>as appropriate</i>			
	PE/Environmental	ENG	ROW
Start	96	06	06
End	06	07	08
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> The purpose of the project is to relieve existing traffic congestion, and accommodate future projected traffic volumes at the SR-91 interchange with Van Buren Boulevard.			
Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) Commercial uses along major cross-streets fronting residential uses on local collectors			
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year) F,140,908, 5.36%, 7,849 (mainline 91 data)			
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year) F,186,119, 5.36%, 9,976 (mainline 91 data)			

If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)

30,069, 3.0%, 902

If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):

40,059, 3.0%, 1,202

Describe potential traffic redistribution effects of congestion relief

No substantial traffic redistribution is anticipated from project implementation. Similar interchange improvements are planned for SR-91 over-crossings both north-east and south-west of the Van Buren/SR-91 such that congestion relief at the project site will not attract additional traffic. The project traffic study forecasts no difference in over-crossing traffic volumes without or with the project.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

See attached PM 2.5 "Hot Spot" Conformity Finding Report dated 5/31/06

TYPE OF PROJECT:

New state highway

Change to existing state highway

New regionally significant street

Change to existing regionally significant street

New interchange

Reconfigure existing interchange

Intersection channelization

Intersection signalization

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM-2.5 "HOT-SPOT" CONFORMITY FINDING
SR-91/VAN BUREN BOULEVARD INTERCHANGE PROJECT
AND SR-91 IMPROVEMENT (KP21.9 TO KP 23.3)

RIVERSIDE, CALIFORNIA

Prepared for:

T.Y. Lin International
Attn: Rodrigo Gonzalez, P.E.
3550 Vine Street, Suite 120
Riverside, CA 92507

Date:

P06-047

May 31, 2006

EXECUTIVE SUMMARY

On March 10, 2006, the U. S. Environmental Protection Agency (EPA) issued its final rule on small-diameter particulate matter (PM-2.5) "hot-spot" analysis. The rule specifies project-level transportation conformity determination requirements relative to the national ambient air quality standard for PM-2.5. The rule requires preparation of a quantitative PM-2.5 hot-spot analysis (primarily for diesel particulate matter (DPM) emissions) for "Projects of Air Quality Concern" (POAQC) in both PM-2.5 non-attainment and maintenance areas. Analysis protocols for POAQC have not yet been developed such that any such analysis must necessarily be qualitative.

The rule identifies various types of projects that would be considered POAQC. The rule also provides some initial guidance on types of projects that would clearly not be POAQCs, and thus exempt from a hot-spot analysis requirement. POAQCs are projects that will increase the number of diesel-powered vehicles within a limited area, or those that increase congestion with longer idling times for a substantial number of diesel vehicles. Transportation projects that improve traffic flow with no increase in idling, and those that carry only a limited number of diesel-powered vehicles are considered non-POAQC, and thus exempt from the rule requirements.

The City of Riverside (City), in cooperation with the Riverside County Transportation Commission (RCTC) and the California Department of Transportation District 8 (Caltrans), proposes to improve the interchange of State Route 91 (SR 91) and Van Buren Blvd. (SR 91 kilo-post [KP] 21.9 to KP 23.3) (post mile [PM] 13.6 to 14.5). The proposed project will provide ramp improvements, including an eastbound SR 91 hook on ramp from Indiana Avenue west of Van Buren Blvd. and a new SR 91/Van Buren Blvd. over-crossing (widened from four to six through lanes plus dedicated turn lanes). The project will improve freeway access and egress, and reduce freeway congestion by reducing mainline queuing near existing inadequate ramps. The project will improve arterial intersection levels of service by providing additional through lanes and stacking pockets. Diesel truck percentages on arterial roadways around the interchange are not considered substantial. As documented below, the proposed project is not considered a Project of Air Quality Concern. A PM-2.5 hot spot analysis is not required for the proposed improvements.

053

Projects of Air Quality Concern (POAQC)

POAQCs are listed in 40 CFR Part 93 (at 93.123(b)(1)). Types of transportation projects that are of concern, and for which a PM-2.5 "hot spot" analysis is required to demonstrate Clean Air Act (CAA) conformity, include the following:

- Projects that carry a significant number of diesel-fueled vehicles, or projects that will promote a substantial increase in the numbers of such vehicles,
- Projects that include heavily congested intersections with extended idle times by substantial numbers of diesel-fueled vehicles,
- New bus or rail terminals or transfer points serviced by a significant number of diesel vehicles congregating at one location,
- Substantial expansion of existing bus or rail terminals that significantly increase the number of diesel vehicles congregating at a single location, or,
- Projects which are identified in PM-10 or PM-2.5 State Implementation Plans as sites of violation or possible violation of ambient air quality standards.

Certain minor projects are identified as categorically exempt from a "hot spot" analysis requirement. The remaining non-exempt projects that are not POAQCs do not require a hot spot analysis based upon EPA's findings that such projects will not have an adverse effect on air quality. They thus meet the requirements of the CAA without further analysis.

EPA has not finalized suggested analysis protocols for POAQCs. Any analysis must therefore be qualitative. EPA has, however, stated a threshold level for diesel-fueled vehicles that would be considered less-than-substantial. The guidelines (see 71 FR 12491) consider a roadway project that carries 125,000 ADT or less, and less than 8 percent diesel vehicles, to be non-POAQC. FHWA has interpreted this to mean that 10,000 diesel vehicles per day is the threshold level defining "substantial" (fhwa.dot.gov/.../pm25faqs, May 18, 2006). Higher ADT projects may be non-POAQC if they have lower diesel percentages as long as this relationship is met:

$$\text{ADT} * (\text{diesel percentage}) < 10,000$$

The diesel truck percentage on SR-91 at the Van Buren Blvd. interchange, and on Van Buren Blvd. crossing SR-91, were obtained from Caltrans and City of Riverside traffic counts in order to determine if the existing or future configuration is potentially a POAQC. The project traffic study (March, 2004 and January, 2006 update) was also evaluated to determine intersection performance (levels of service). Projects that reduce intersection idling times by improving levels of service are considered air quality positive and further attest to the project not being a POAQC.

Diesel truck percentages on the SR-91 were obtained from Annual Average Daily Truck Traffic on the California State Highway System (Caltrans, 2005). The last verification of truck mixes at the Van Buren Blvd. interchange is too outdated to be meaningful. The truck mix census at La Sierra Avenue two miles southwest of the project site was therefore used as the most recent SR-91 count. The total diesel truck traffic in mainline traffic lanes (HOV lanes were assumed to carry minimal diesel traffic) were as follows:

2-axle (10% of total 2-axle)	-	512 vehicles
3-axle (assume 100% diesel)	-	853 vehicles
4-axle (assume 100% diesel)	-	426 vehicles
5-axle (assume 100% diesel)	-	5545 vehicles
TOTAL	-	7336 vehicles

Future mainline traffic is forecast to increase by 32 percent between 2005 and 2025 due to cumulative growth unrelated to the proposed project. The existing diesel truck percentage was assumed to remain constant into the future. The future build-out diesel truck traffic volumes on the SR-91 mainline will be 9,690 AADT. This level is slightly below the POAQC threshold of 10,000 AADT. The improvements to surface traffic flow created by the proposed project further enhance the finding that the project is not of air quality concern.

Traffic counts on Van Buren Blvd. between the west-bound SR-91 off/on ramps and the Indiana Avenue intersection similarly show relatively low numbers of diesel vehicles. A two-hour count of vehicles between the west-bound ramps and the Van Buren/Indiana intersection showed the following numbers of diesel vehicles:

2-axle (131 @ 10% diesel)	-	13
3-axle (100% diesel)	-	51
4-axle (100% diesel)	-	17
5-axle (100% diesel)	-	48
TOTAL Diesel Trucks	-	129
TOTAL All Vehicles	-	4289
Diesel Percentage	-	3.0%

ADT on the bridge over-crossing is forecast to increase from 30,069 in 2005 to 40,059 in 2025. If the same 3.0 percent diesel fraction is maintained, diesel traffic will increase from 902 trucks per day to 1,202 trucks per day. The arterial diesel truck contribution is small, and any increase in truck volumes will be off-set by substantially improved intersection performance as noted below.

The levels of service (LOS) at surface street intersections as a function of project implementation as shown in the project traffic study are as follows:

Intersection	Existing		2025 – No Project		2025 – With Project	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
WB SR-91 Ramps @ Van Buren Blvd.	E	F	F	F	B	C
Van Buren Blvd. @ Indiana Avenue	B	C	E	E	C	D
EB SR-91 Off-Ramp @ Indiana Avenue	C	D	B	C	B	C

The proposed project will dramatically improve the level of service at the west-bound off-ramp during both the morning and evening peak traffic hours, and will prevent the Van Buren/Indiana intersection from developing unacceptable delays (LOS = E) during both the morning and evening rush hours. The LOS=F performance of the signal at the top of the west-bound off-ramp may also cause congestion effects to propagate down the off-ramp and into the mainline because of excessive queuing and weaving at the bottom of the ramp. The proposed project will reduce excessive idling delays near the signal, and prevent mainline travel speed impacts from extensive vehicle queues. Diesel particulate matter emissions are reduced both with decreased idling times, and with free-flow traffic speeds on the mainline. The "with project" condition would measurably reduce diesel exhaust particulates compared to the "no project" alternative from improved speeds and reduced idle delays. The proposed project meets CAA requirements as specified in 40 CFR 93.116, and would not create new, or worsen any existing violations of national PM-2.5 ambient air quality standards. An explicit PM-2.5 "hot spot" analysis is not required for the proposed interchange improvements.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i>		RTIP ID#: RIV010212	
On SR-91, Adams to 60/215 Interchange – Add HOV lanes (Madison-Central), bridge widening and replacements, EB/WB braided ramps, interchange modifications/reconstruction, and sound/retaining walls (design and engineering only).			
Type of project <i>see list below</i> Change to an existing State highway.			
County: Riverside	Narrative Location/Route & Postmiles: SR-91 15.6-21.6		
Caltrans Projects – EA#: 08-448400			
Lead Agency: Riverside County Transportation Commission (RCTC)			
Contact Person Bill Hughes	Phone# 951-787-7984	Fax# 951-787-7906	Email bhughes@bec-riv.org
Decision Desired <i>Check appropriate box below</i>			
PM2.5	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/> NOT Project of Air Quality Concern
PM10	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/> NOT Project of Air Quality Concern
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>			
<input type="checkbox"/> Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/>	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS
			<input type="checkbox"/> PS&E or Construction
			<input type="checkbox"/> Other
Scheduled Date of Federal Action:			
Current Programming Dates <i>as appropriate</i>			
	PE/Environmental	ENG	ROW
Start	05/2002	10/2006	06/2007
End	09/2006	06/2009	08/2009
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> Provide for continuity with the existing HOV lanes west of the project segment of SR-91 and improvements underway to the east to provide HOV lanes. The closure of this gap in the HOV facilities on SR-91 would substantially benefit user of the HOV lanes			
Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) The land uses along SR-91 between Adams Street and the SR-60/I-215 interchange include residential, commercial, and light industrial developments.			
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year) N/A ¹ 172,000 5% 8,600			
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year) N/A ² 216,900 5% 10,800			

¹ Please refer to attached Table G.

² Please refer to attached Tables W, Z, AA, and BB.

Describe potential traffic redistribution effects of congestion relief

Based on the Traffic Operations Analysis prepared by LSA Associates, Inc. (January 9, 2004) the proposed project would not increase the truck traffic volumes along SR-91. In addition, the construction of the HOV and auxiliary lanes would improve the roadway level of service (LOS) by reducing the number of vehicles per lane. The attached tables show the improvements in the traffic flow as a result of the proposed project.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

See attached Particulate Matter (PM_{2.5} and PM₁₀) Analysis.

TYPE OF PROJECT:

<i>New state highway</i>	<i>Change to existing state highway</i>
<i>New regionally significant street</i>	<i>Change to existing regionally significant street</i>
<i>New interchange</i>	<i>Reconfigure existing interchange</i>
<i>Intersection channelization</i>	<i>Intersection signalization</i>
<i>Roadway realignment</i>	
<i>Bus, rail, or inter-modal facility/terminal/transfer point</i>	
<i>Truck weight/inspection station</i>	
<i>At or affects location identified in the SIP as a site of actual or possible violation of NAAQS</i>	

REFERENCE:**Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots**

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

Particulate Matter (PM₁₀ and PM_{2.5}) Analysis

The proposed project is within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is not a new or expanded highway project that would have a significant number or a significant increase in diesel vehicles. The future traffic volumes along this segment of SR-91 are projected to exceed the 125,000 average daily vehicles and the 10,000 daily truck traffic POAQC thresholds for new highway construction. However, as shown in the attached Truck Traffic Volumes Table the proposed project would not increase the truck traffic volumes along this segment of SR-91. This type of project improves freeway operations by reducing traffic congestion and improving merge operations.
- ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Operations Analysis*, the proposed project would not increase the traffic volumes along the local roadways within the project vicinity. In addition, the proposed project would reduce the delay and improve the LOS along SR-91. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables W, Z, AA, and BB.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.

SR-91 Truck Traffic Volumes (a.m.)

SK-51 Truck Traffic Volume (carm)													
	Existing		2030 No Project					2030 with HOV					
	PCE	Trucks	PCE	Trucks	Truck Increase	Autos	Total	PCE	Trucks	Truck Increase	Autos	Total	Total Increase
Eastbound													
Mary to Arlington off	950	380	1270	508	128	6980	7488	1270	508	0	7010	7518	30
Arlington off to on	925	370	1173	469	99	6335	6804	1173	469	0	6369	6838	34
Arlington on to Central off	999	400	1241	496	97	7016	7512	1241	496	0	7111	7607	95
Central off to Central on	946	378	1156	462	84	6583	7045	1156	462	0	6677	7139	94
Central on to 14th off	983	393	1219	488	94	8102	8590	1219	488	0	8198	8686	96
14th off to 14th on	944	378	1114	446	68	6892	7338	1114	446	0	6987	7433	95
14th on to university off	979	392	1140	456	64	7969	8425	1032	413	-43	5804	6217	-2208
University off to university on	924	370	1058	423	54	6788	7211	1058	423	0	6882	7305	94
University on to La Cadena off	940	376	1078	431	55	7477	7908	1078	431	0	7572	8003	95
	Existing		2030 No Project					2030 with HOV					
	PCE	Trucks	PCE	Trucks	Truck Increase	Autos	Total	PCE	Trucks	Truck Increase	Autos	Total	Total Increase
Westbound													
Mulbery on to University off	786	314	978	391	77	8192	8583	978	391	0	8801	9192	609
University off to University on	779	312	950	380	68	7162	7542	950	380	0	7770	8150	608
University on to 14th off	867	347	1013	405	58	8415	8820	924	370	-36	6334	6704	-2117
14th off to 14th on	842	337	987	395	58	6981	7376	987	395	0	7588	7983	607
14th on to central off	904	362	1068	427	66	7851	8278	1068	427	0	8459	8886	608
Central off to Central on	860	344	1032	413	69	6091	6504	1032	413	0	6697	7110	606
Central on to Arlington off	821	328	1101	440	112	6823	7263	1101	440	0	7430	7870	607
Arlington off to Arlington on	862	345	1042	417	72	6017	6434	1042	417	0	6544	6961	527
Arlington on to Mary	925	370	1105	442	72	6580	7022	1105	442	0	6960	7402	380

SR-91 Truck Traffic Volumes (p.m.)

SR-91 Truck Traffic Volumes (p.m.)													
	Existing		2030 No Project					2030 with HOV					
	PCE	Trucks	PCE	Trucks	Truck Increase	Autos	Total	PCE	Trucks	Truck Increase	Autos	Total	Total Increase
Eastbound													
Mary to Arlington off	575	230	735	294	64	8660	8954	735	294	0	8920	9214	260
Arlington off to on	573	229	699	280	50	7963	8243	699	280	0	8174	8454	211
Arlington on to Central off	590	236	721	288	52	8807	9095	721	288	0	9327	9615	520
Central off to Central on	572	229	685	274	45	8081	8355	685	274	0	8604	8878	523
Central on to 14th off	577	231	710	284	53	9830	10114	710	284	0	10347	10631	517
14th off to 14th on	564	226	675	270	44	8809	9079	675	270	0	9329	9599	520
14th on to university off	569	228	689	276	48	9774	10050	647	259	-17	8288	8547	-1503
University off to university on	558	223	661	264	41	8729	8993	661	264	0	9250	9514	521
University on to La Cadena off	561	224	677	271	46	10131	10402	677	271	0	10648	10919	517
	Existing		2030 No Project					2030 with HOV					
	PCE	Trucks	PCE	Trucks	Truck Increase	Autos	Total	PCE	Trucks	Truck Increase	Autos	Total	Total Increase
Westbound													
Mulbery on to University off	270	108	412	165	57	8838	9003	412	165	0	9548	9713	710
University off to University on	268	107	384	154	46	7703	7857	384	154	0	8416	8570	713
University on to 14th off	290	116	439	176	60	9047	9223	366	146	-29	7291	7437	-1785
14th off to 14th on	284	114	421	168	55	7918	8086	421	168	0	8630	8798	712
14th on to central off	295	118	461	184	66	9038	9222	461	184	0	9747	9931	709
Central off to Central on	283	113	443	177	64	7430	7607	443	177	0	8144	8321	714
Central on to Arlington off	293	117	483	193	76	7998	8191	483	193	0	8710	8903	712
Arlington off to Arlington on	272	109	462	185	76	7337	7522	462	185	0	7932	8117	595
Arlington on to Mary	325	130	515	206	76	8360	8566	515	206	0	8570	8776	210

Table G - Existing Freeway Segment Levels of Service

		AM PEAK HOUR						
No.	Segment	Type	Mainline Volume	Entering Volume	Exiting Volume	Speed (km/h)	Density (pc/km/ln)	LOS
Eastbound								
1	Mary St. to Arlington Avenue Off	Basic	6,500	-	-	88.8	25.7	E
2	Arlington Avenue Off-Ramp	1-Lane Off	6,500	-	488	91.0	23.6	E
3	Arlington Ave. Off to Arlington Ave. On	Basic	6,012	-	-	98.4	21.4	D
4	Arlington Ave. to Central Ave. (Auxiliary Lane)	Type A Weave	6,012	750	364	79.2	22.5	E
5	Central Ave. Off to Central Ave. On	Basic	6,398	-	-	91.1	24.6	E
6	Central Avenue On-Ramp	1-Lane On	6,398	1,235	-	-	-	F
7	Central Ave. On to 14th St. Off	Basic	7,633	-	-	-	-	F
8	14th Street Off-Ramp	1-Lane Off	7,633	-	945	-	-	F
9	14th St. Off to 14th St. On	Basic	6,688	-	-	84.2	27.9	E
10	14th St. to University Ave. (Auxiliary Lane)	Type A Weave	6,688	1,020	1,215	-	-	F
11	University Ave. Off to University Ave. On	Basic	6,493	-	-	89.0	25.6	E
12	University Avenue On-Ramp	1-Lane On	6,493	474	-	-	-	F
13	University Ave. On to La Cadena Off	Basic	6,967	-	-	-	-	F
Westbound								
1	Mulberry On to University Ave. Off	Basic	7,256	-	-	-	-	F
2	University Avenue Off-Ramp	1-Lane Off	7,256	-	710	-	-	F
3	University Ave. Off to University Ave. On	Basic	6,546	-	-	87.7	26.2	E
4	University Ave. to 14th St. (Auxiliary Lane)	Type A Weave	6,546	1,572	1,305	-	-	F
5	14th St. Off to 14th St. On	Basic	6,813	-	-	-	-	F
6	14th Street On-Ramp	1-Lane On	6,813	621	-	-	-	F
7	14th St. On to Central Ave. Off	Basic	7,434	-	-	-	-	F
8	Central Avenue Off-Ramp	1-Lane Off	7,434	-	1,499	-	-	F
9	Central Ave. Off to Central Ave. On	Basic	5,935	-	-	99.6	20.9	D
10	Central Avenue On-Ramp	1-Lane On	5,935	776	-	-	-	F
11	Central Ave. On to Arlington Ave. Off	Basic	6,711	-	-	-	-	F
12	Arlington Avenue Off-Ramp	1-Lane Off	6,711	-	945	-	-	F
13	Arlington Ave. Off to Arlington Ave. On	Basic	5,766	-	-	101.9	19.8	D
14	Arlington Avenue On-Ramp	1-Lane On	5,766	479	-	82.9	22.6	E
15	Arlington Ave. On to Mary St.	Basic	6,245	-	-	94.3	23.2	E

* Exceeds LOS standard

Notes

All traffic volumes are PCE volumes.

Table G - Existing Freeway Segment Levels of Service

		PM PEAK HOUR						
No.	Segment	Type	Mainline Volume	Entering Volume	Exiting Volume	Speed (km/h)	Density (pc/km/ln)	LOS
Eastbound								
1	Mary St. to Arlington Avenue Off	Basic	7,635	-	-	-	-	F
2	Arlington Avenue Off-Ramp	1-Lane Off	7,635	-	727	-	-	F
3	Arlington Ave. Off to Arlington Ave. On	Basic	6,908	-	-	-	-	F
4	Arlington Ave. to Central Ave. (Auxiliary Lane)	Weave	6,908	806	958	-	-	F
5	Central Ave. Off to Central Ave. On	Basic	6,756	-	-	-	-	F
6	Central Avenue On-Ramp	1-Lane On	6,724	589	-	-	-	F
7	Central Ave. On to 14th St. Off	Basic	8,001	-	-	-	-	F
8	14th Street Off-Ramp	1-Lane Off	8,001	-	860	-	-	F
9	14th St. Off to 14th St. On	Basic	7,141	-	-	-	-	F
10	14th St. to University Ave. (Auxiliary Lane)	Weave	7,141	1,139	1,300	-	-	F
11	University Ave. Off to University Ave. On	Basic	6,980	-	-	-	-	F
12	University Avenue On-Ramp	1-Lane On	6,980	623	-	-	-	F
13	University Ave. On to La Cadena Off	Basic	7,603	-	-	-	-	F
Westbound								
1	Mulberry On to University Ave. Off	Basic	6,946	-	-	-	-	F
2	University Avenue Off-Ramp	1-Lane Off	6,946	-	447	-	-	F
3	University Ave. Off to University Ave. On	Basic	6,499	-	-	88.9	25.7	E
4	University Ave. to 14th St. (Auxiliary Lane)	Weave	6,499	1,698	968	-	-	F
5	14th St. Off to 14th St. On	Basic	7,229	-	-	-	-	F
6	14th Street On-Ramp	1-Lane On	7,229	762	-	-	-	F
7	14th St. On to Central Ave. Off	Basic	7,991	-	-	-	-	F
8	Central Avenue Off-Ramp	1-Lane Off	7,991	-	1,267	-	-	F
9	Central Ave. Off to Central Ave. On	Basic	6,724	-	-	-	-	F
10	Central Avenue On-Ramp	1-Lane On	6,724	589	-	-	-	F
11	Central Ave. On to Arlington Ave. Off	Basic	7,313	-	-	-	-	F
12	Arlington Avenue Off-Ramp	1-Lane Off	7,313	-	799	-	-	F
13	Arlington Ave. Off to Arlington Ave. On	Basic	6,515	-	-	-	-	E
14	Arlington Avenue On-Ramp	1-Lane On	6,515	690	-	88.5	25.8	F
15	Arlington Ave. On to Mary St.	Basic	7,205	-	-	-	-	F

* Exceeds LOS standard

Notes

All traffic volumes are PCE volumes.

Table W - Design Year (2030) Without Project Freeway Segment Levels of Service

		AM PEAK HOUR						
No.	Segment	Type	Mainline Volume	Entering Volume	Exiting Volume	Speed (km/h)	Density (pc/km/ln)	LOS
Eastbound								
1	Mary St. to Arlington Avenue Off	Basic	8,250	-	-	-	-	F
2	Arlington Avenue Off-Ramp	1-Lane Off	8,250	-	742	-	-	F
3	Arlington Ave. Off to Arlington Ave. On	Basic	7,508	-	-	-	-	F
4	Arlington Ave. to Central Ave. (Auxiliary Lane)	Type A Weave	7,508	749	518	-	-	F
5	Central Ave. Off to Central Ave. On	Basic	7,739	-	-	-	-	F
6	Central Avenue On-Ramp	1-Lane On	7,739	1,582	-	-	-	F
7	Central Ave. On to 14th St. Off	Basic	9,321	-	-	-	-	F
8	14th Street Off-Ramp	1-Lane Off	9,321	-	1,315	-	-	F
9	14th St. Off to 14th St. On	Basic	8,006	-	-	-	-	F
10	14th St. to University Ave. (Auxiliary Lane)	Type A Weave	8,006	1,103	1,263	-	-	F
11	University Ave. Off to University Ave. On	Basic	7,846	-	-	-	-	F
12	University Avenue On-Ramp	1-Lane On	7,846	709	-	-	-	F
13	University Ave. On to La Cadena Off	Basic	8,555	-	-	-	-	F
Westbound								
1	Mulberry On to University Ave. Off	Basic	9,170	-	-	-	-	F
2	University Avenue Off-Ramp	1-Lane Off	9,170	-	1,058	-	-	F
3	University Ave. Off to University Ave. On	Basic	8,112	-	-	-	-	F
4	University Ave. to 14th St. (Auxiliary Lane)	Type A Weave	8,112	1,316	1,460	-	-	F
5	14th St. Off to 14th St. On	Basic	7,968	-	-	-	-	F
6	14th Street On-Ramp	1-Lane On	7,968	951	-	-	-	F
7	14th St. On to Central Ave. Off	Basic	8,919	-	-	-	-	F
8	Central Avenue Off-Ramp	1-Lane Off	8,919	-	1,796	-	-	F
9	Central Ave. Off to Central Ave. On	Basic	7,123	-	-	-	-	F
10	Central Avenue On-Ramp	1-Lane On	7,123	801	-	-	-	F
11	Central Ave. On to Arlington Ave. Off	Basic	7,924	-	-	-	-	F
12	Arlington Avenue Off-Ramp	1-Lane Off	7,924	-	865	-	-	F
13	Arlington Ave. Off to Arlington Ave. On	Basic	7,059	-	-	-	-	F
14	Arlington Avenue On-Ramp	1-Lane On	7,059	626	-	-	-	F
15	Arlington Ave. On to Mary St.	Basic	7,685	-	-	-	-	F

* Exceeds LOS standard

Notes

All traffic volumes are PCE volumes.

Table W - Design Year (2030) Without Project Freeway Segment Levels of Service

		PM PEAK HOUR						
No.	Segment	Type	Mainline Volume	Entering Volume	Exiting Volume	Speed (km/h)	Density (pc/km/ln)	LOS
Eastbound								
1	Mary St. to Arlington Avenue Off	Basic	9,395	-	-	-	-	F
2	Arlington Avenue Off-Ramp	1-Lane Off	9,395	-	732	-	-	F
3	Arlington Ave. Off to Arlington Ave. On	Basic	8,663	-	-	-	-	F
4	Arlington Ave. to Central Ave. (Auxiliary Lane)	Weave	8,663	865	762	-	-	F
5	Central Ave. Off to Central Ave. On	Basic	8,766	-	-	-	-	F
6	Central Avenue On-Ramp	1-Lane On	8,766	1,774	-	-	-	F
7	Central Ave. On to 14th St. Off	Basic	10,540	-	-	-	-	F
8	14th Street Off-Ramp	1-Lane Off	10,540	-	1,056	-	-	F
9	14th St. Off to 14th St. On	Basic	9,484	-	-	-	-	F
10	14th St. to University Ave. (Auxiliary Lane)	Weave	9,484	979	1,073	-	-	F
11	University Ave. Off to University Ave. On	Basic	9,390	-	-	-	-	F
12	University Avenue On-Ramp	1-Lane On	9,390	1,418	-	-	-	F
13	University Ave. On to La Cadena Off	Basic	10,808	-	-	-	-	F
Westbound								
1	Mulberry On to University Ave. Off	Basic	9,250	-	-	-	-	F
2	University Avenue Off-Ramp	1-Lane Off	9,250	-	1,163	-	-	F
3	University Ave. Off to University Ave. On	Basic	8,087	-	-	-	-	F
4	University Ave. to 14th St. (Auxiliary Lane)	Weave	8,087	1,399	1,147	-	-	F
5	14th St. Off to 14th St. On	Basic	8,339	-	-	-	-	F
6	14th Street On-Ramp	1-Lane On	8,339	1,160	-	-	-	F
7	14th St. On to Central Ave. Off	Basic	9,499	-	-	-	-	F
8	Central Avenue Off-Ramp	1-Lane Off	9,499	-	1,626	-	-	F
9	Central Ave. Off to Central Ave. On	Basic	7,873	-	-	-	-	F
10	Central Avenue On-Ramp	1-Lane On	7,873	608	-	-	-	F
11	Central Ave. On to Arlington Ave. Off	Basic	8,481	-	-	-	-	F
12	Arlington Avenue Off-Ramp	1-Lane Off	8,481	-	682	-	-	F
13	Arlington Ave. Off to Arlington Ave. On	Basic	7,799	-	-	-	-	F
14	Arlington Avenue On-Ramp	1-Lane On	7,799	1,076	-	-	-	F
15	Arlington Ave. On to Mary St.	Basic	8,875	-	-	-	-	F

* Exceeds LOS standard

Notes

All traffic volumes are PCE volumes.

Table Z - Design Year (2030) With HOV Lanes Project Alternative 2 Freeway Segment Levels of Service

		AM PEAK HOUR						
No.	Segment	Type	Mainline Volume	Entering Volume	Exiting Volume	Speed (km/h)	Density (pc/km/ln)	LOS
Eastbound								
1	Mary St. to Arlington Avenue Off	Basic	7,510	-	-	103.5	19.1	D
2	Arlington Avenue Off-Ramp	2-Lane Off	7,510	-	738	90.0	9.3	B
3	Arlington Ave. Off to Arlington Ave. On	Basic	6,772	-	-	108.0	16.5	D
4	Arlington Ave. to Central Ave. (Auxiliary Lane)	Type B Weave	6,772	810	519	88.9	22.5	E
5	Central Ave. Off to Central Ave. On	Basic	7,063	-	-	106.6	17.4	D
6	Central Avenue On-Ramp	1-Lane On	7,063	1,584	-	85.9	19.6	D
7	Central Ave. On to Lane Drop	Basic	8,647	-	-	89.1	25.5	E
8	Lane Drop to 14th St. Off	Basic	8,647	-	-	-	-	F
9	14th Street Off-Ramp	2-Lane Off	8,647	-	1,316	-	-	F
10	University Avenue Off-Ramp	2-Lane Off	7,331	-	1,265	-	-	F
11	University Ave. Off to 14th St. On	Basic	6,066	-	-	97.5	21.8	D
12	14th Street On-Ramp	1-Lane On	6,066	1,104	-	-	-	F
13	14th St. On to University Ave. On	Basic	6,940	-	-	-	-	F
14	University Ave. On to La Cadena Off	Basic (Lane Add.)	7,650	710	-	102.3	19.7	D
Westbound								
1	Mulberry On to University Ave. Off	Basic	8,179	-	-	110.0	13.0	C
2	University Avenue Off-Ramp	2-Lane Off	8,179	-	1,059	88.0	11.0	B
3	University Ave. Off to 14th St. Off	Basic	7,120	-	-	110.0	13.6	C
4	14th. Street Off-Ramp	1-Lane Off	7,120	-	1,462	87.0	23.8	E
5	14th St. Off to Lane Drop	Basic	5,658	-	-	110.0	13.5	C
6	Lane Drop to University Ave. On	Basic	5,658	-	-	103.3	19.2	D
7	University Avenue On-Ramp	1-Lane On	5,658	1,317	-	-	-	F
8	University Ave. On to 14th St. On	Basic	6,975	952	-	-	-	F
9	14th Street On-Ramp	1-Lane On	6,975	-	-	-	-	F
10	14th St. On to Central Ave. Off	Basic	8,187	-	-	-	-	F
11	Central Avenue Off-Ramp	2-Lane Off	8,187	-	1,798	-	-	F
12	Central Ave. Off to Central Ave. On	Basic	6,389	-	-	91.3	24.6	E
13	Central Ave. to Arlington Ave. (Auxiliary Lane)	Type B Weave	6,389	802	945	84.8	22.3	E
14	Arlington Ave. Off to Arlington Ave. On	Basic	6,246	-	-	94.2	23.3	E
15	Arlington Avenue On-Ramp	1-Lane On	6,246	479	-	-	-	F
16	Arlington Ave. On to Mary St.	Basic	6,725	-	-	-	-	F

* Exceeds LOS standard

Notes

All traffic volumes are PCE volumes.

Table Z - Design Year (2030) With HOV Lanes Project Alternative 2 Freeway Segment Levels of Service

		PM PEAK HOUR						
No.	Segment	Type	Mainline Volume	Entering Volume	Exiting Volume	Speed (km/h)	Density (pc/km/ln)	LOS
Eastbound								
1	Mary St. to Arlington Avenue Off	Basic	8,055	-	-	97.9	21.7	D
2	Arlington Avenue Off-Ramp	2-Lane Off	8,055	-	782	89.0	10.2	B
3	Arlington Ave. Off to Arlington Ave. On	Basic	7,273	-	-	105.3	18.2	D
4	Arlington Ave. to Central Ave. (Auxiliary Lane)	Type B Weave	7,273	1,174	759	-	-	F
5	Central Ave. Off to Central Ave. On	Basic	7,688	-	-	101.9	19.8	D
6	Central Avenue On-Ramp	1-Lane On	7,688	1,768	-	-	-	F
7	Central Ave. On to Lane Drop	Basic	9,456	-	-	-	-	F
8	Lane Drop to 14th St. Off	Basic	9,456	-	-	-	-	F
9	14th Street Off-Ramp	2-Lane Off	9,456	-	1,053	-	-	F
10	University Avenue Off-Ramp	2-Lane Off	8,403	-	1,069	-	-	F
11	University Ave. Off to 14th St. On	Basic	7,334	-	-	-	-	F
12	14th Street On-Ramp	1-Lane On	7,334	976	-	-	-	F
13	14th St. On to University Ave. On	Basic	8,310	-	-	-	-	F
14	University Ave. On to La Cadena Off	Basic (Lane Add.)	9,724	1,414	-	-	-	F
Westbound								
1	Mulberry On to University Ave. Off	Basic	8,360	-	-	110.0	13.3	C
2	University Avenue Off-Ramp	2-Lane Off	8,360	-	1,160	88.0	11.6	B
3	University Ave. Off to 14th St. Off	Basic	7,200	-	-	110.0	13.8	C
4	14th. Street Off-Ramp	1-Lane Off	7,200	-	1,143	88.0	23.0	E
5	14th St. Off to Lane Drop	Basic	6,057	-	-	109.8	14.5	C
6	Lane Drop to University Ave. On	Basic	6,057	-	-	97.7	21.8	D
7	University Avenue On-Ramp	1-Lane On	6,057	1,394	-	-	-	F
8	University Ave. On to 14th St. On	Basic	7,451	-	-	-	-	F
9	14th Street On-Ramp	1-Lane On	7,451	1,157	-	-	-	F
10	14th St. On to Central Ave. Off	Basic	8,838	-	-	-	-	F
11	Central Avenue Off-Ramp	2-Lane Off	8,838	-	1,621	-	-	F
12	Central Ave. Off to Central Ave. On	Basic	7,217	-	-	-	-	F
13	Central Ave. to Arlington Ave. (Auxiliary Lane)	Type B Weave	7,217	606	799	89.4	23.0	E
14	Arlington Ave. Off to Arlington Ave. On	Basic	7,025	-	-	-	-	F
15	Arlington Avenue On-Ramp	1-Lane On	7,025	690	-	-	-	F
16	Arlington Ave. On to Mary St.	Basic	7,715	-	-	-	-	F

* Exceeds LOS standard

Notes

All traffic volumes are PCE volumes.

Table AA - Design Year (2030) With HOV Lanes Project Alternative 3 Freeway Segment Levels of Service

		AM PEAK HOUR						
No.	Segment	Type	Mainline Volume	Entering Volume	Exiting Volume	Speed (km/h)	Density (pc/km/ln)	LOS
Eastbound								
1	Mary St. to Arlington Avenue Off	Basic	7,510	-	-	103.5	19.1	D
2	Arlington Avenue Off-Ramp	2-Lane Off	7,510	-	738	90.0	9.3	B
3	Arlington Ave. Off to Arlington Ave. On	Basic	6,772	-	-	108.0	16.5	D
4	Arlington Ave. to Central Ave. (Auxiliary Lane)	Type B Weave	6,772	810	519	94.5	21.1	D
5	Central Ave. Off to Central Ave. On	Basic	7,063	-	-	106.6	17.4	D
6	Central Avenue On-Ramp	1-Lane On	7,063	1,584	-	85.9	19.6	D
7	Central Ave. On to Lane Drop	Basic	8,647	-	-	89.1	25.5	E
8	Lane Drop to 14th St. Off	Basic	8,647	-	-	-	-	F
9	14th Street Off-Ramp	2-Lane Off	8,647	-	1,316	-	-	F
10	University Avenue Off-Ramp	2-Lane Off	7,331	-	1,265	-	-	F
11	University Ave. Off to 14th St. On	Basic	6,066	-	-	97.5	21.8	D
12	14th Street On-Ramp	1-Lane On	6,066	1,104	-	-	-	F
13	14th St. On to University Ave. On	Basic	6,940	-	-	-	-	F
14	University Ave. On to La Cadena Off	Basic (Lane Add.)	7,650	710	-	102.3	19.7	D
Westbound								
1	Mulberry On to University Ave. Off	Basic	8,179	-	-	110.0	13.0	C
2	University Avenue Off-Ramp	2-Lane Off	8,179	-	1,059	88.0	11.0	B
3	University Ave. Off to 14th St. Off	Basic	7,120	-	-	110.0	13.6	C
4	14th. Street Off-Ramp	1-Lane Off	7,120	-	1,462	87.0	23.8	E
5	14th St. Off to Lane Drop	Basic	5,658	-	-	110.0	13.5	C
6	Lane Drop to University Ave. On	Basic	5,658	-	-	103.3	19.2	D
7	University Avenue On-Ramp	1-Lane On	5,658	1,317	-	-	-	F
8	University Ave. On to 14th St. On	Basic	6,975	-	-	-	-	F
9	14th Street On-Ramp	1-Lane On	6,975	952	-	-	-	F
10	14th St. On to Central Ave. Off	Basic	8,187	-	-	-	-	F
11	Central Avenue Off-Ramp	2-Lane Off	8,187	-	1,798	-	-	F
12	Central Ave. Off to Central Ave. On	Basic	6,389	-	-	91.3	24.6	E
13	Central Ave. to Arlington Ave. (Auxiliary Lane)	Type B Weave	6,389	802	945	84.8	22.3	E
14	Arlington Ave. Off to Arlington Ave. On	Basic	6,246	-	-	94.2	23.3	E
15	Arlington Avenue On-Ramp	1-Lane On	6,246	479	-	-	-	F
16	Arlington Ave. On to Mary St.	Basic	6,725	-	-	-	-	F

* Exceeds LOS standard

Notes

All traffic volumes are PCE volumes.

Table AA - Design Year (2030) With HOV Lanes Project Alternative 3 Freeway Segment Levels of Service

		PM PEAK HOUR						
No.	Segment	Type	Mainline Volume	Entering Volume	Exiting Volume	Speed (km/h)	Density (pc/km/ln)	LOS
Eastbound								
1	Mary St. to Arlington Avenue Off	Basic	8,055	-	-	97.9	21.7	D
2	Arlington Avenue Off-Ramp	2-Lane Off	8,055	-	782	89.0	10.2	B
3	Arlington Ave. Off to Arlington Ave. On	Basic	7,273	-	-	105.3	18.2	D
4	Arlington Ave. to Central Ave. (Auxiliary Lane)	Type B Weave	7,273	1,174	759	87.8	25.3	E
5	Central Ave. Off to Central Ave. On	Basic	7,688	-	-	101.9	19.8	D
6	Central Avenue On-Ramp	1-Lane On	7,688	1,768	-	-	-	F
7	Central Ave. On to Lane Drop	Basic	9,456	-	-	-	-	F
8	Lane Drop to 14th St. Off	Basic	9,456	-	-	-	-	F
9	14th Street Off-Ramp	2-Lane Off	9,456	-	1,053	-	-	F
10	University Avenue Off-Ramp	2-Lane Off	8,403	-	1,069	-	-	F
11	University Ave. Off to 14th St. On	Basic	7,334	-	-	-	-	F
12	14th Street On-Ramp	1-Lane On	7,334	976	-	-	-	F
13	14th St. On to University Ave. On	Basic	8,310	-	-	-	-	F
14	University Ave. On to La Cadena Off	Basic (Lane Add.)	9,724	1,414	-	-	-	F
Westbound								
1	Mulberry On to University Ave. Off	Basic	8,360	-	-	110.0	13.3	C
2	University Avenue Off-Ramp	2-Lane Off	8,360	-	1,160	88.0	11.6	B
3	University Ave. Off to 14th St. Off	Basic	7,200	-	-	110.0	13.8	C
4	14th. Street Off-Ramp	1-Lane Off	7,200	-	1,143	88.0	23.0	E
5	14th St. Off to Lane Drop	Basic	6,057	-	-	109.8	14.5	C
6	Lane Drop to University Ave. On	Basic	6,057	-	-	97.7	21.8	D
7	University Avenue On-Ramp	1-Lane On	6,057	1,394	-	-	-	F
8	University Ave. On to 14th St. On	Basic	7,451	-	-	-	-	F
9	14th Street On-Ramp	1-Lane On	7,451	1,157	-	-	-	F
10	14th St. On to Central Ave. Off	Basic	8,838	-	-	-	-	F
11	Central Avenue Off-Ramp	2-Lane Off	8,838	-	1,621	-	-	F
12	Central Ave. Off to Central Ave. On	Basic	7,217	-	-	-	-	F
13	Central Ave. to Arlington Ave. (Auxiliary Lane)	Type B Weave	7,217	606	799	89.4	23.0	E
14	Arlington Ave. Off to Arlington Ave. On	Basic	7,025	-	-	-	-	F
15	Arlington Avenue On-Ramp	1-Lane On	7,025	690	-	-	-	F
16	Arlington Ave. On to Mary St.	Basic	7,715	-	-	-	-	F

* Exceeds LOS standard

Notes

All traffic volumes are PCE volumes.

Table BB - Design Year (2030) With HOV Lanes Project Alternative 5 Freeway Segment Levels of Service

		AM PEAK HOUR						
No.	Segment	Type	Mainline Volume	Entering Volume	Exiting Volume	Speed (km/h)	Density (pc/km/h)	LOS
Eastbound								
1	Mary St. to Arlington Avenue Off	Basic	7,510	-	-	103.5	19.1	D
2	Arlington Avenue Off-Ramp	2-Lane Off	7,510	-	738	90.0	11.8	B
3	Arlington Ave. Off to Arlington Ave. On	Basic	6,772	-	-	108.0	16.5	D
4	Arlington Ave. to Central Ave. (Auxiliary Lane)	Type B Weave	6,772	810	519	92.7	21.5	D
5	Central Ave. Off to Central Ave. On	Basic	7,063	-	-	106.6	17.4	D
6	Central Avenue On-Ramp	1-Lane On	7,063	1,584	-	85.9	19.6	D
7	Central Ave. On to Lane Drop	Basic	8,647	-	-	89.1	25.5	E
8	Lane Drop to 14th St. Off	Basic	8,647	-	-	-	-	F
9	14th Street Off-Ramp	2-Lane Off	8,647	-	1,316	-	-	F
10	University Avenue Off-Ramp	2-Lane Off	7,331	-	1,265	-	-	F
11	University Ave. Off to 14th St. On	Basic	6,066	-	-	97.5	21.8	D
12	14th Street On-Ramp	1-Lane On	6,066	1,104	-	-	-	F
13	14th St. On to University Ave. On	Basic	6,940	-	-	-	-	F
14	University Ave. On to La Cadena Off	Basic (Lane Add.)	7,650	710	-	102.3	19.7	D
Westbound								
1	Mulberry On to University Ave. Off	Basic	8,179	-	-	110.0	13.0	C
2	University Avenue Off-Ramp	2-Lane Off	8,179	-	1,059	88.0	11.0	B
3	University Ave. Off to 14th St. Off	Basic	7,120	-	-	110.0	13.6	C
4	14th. Street Off-Ramp	1-Lane Off	7,120	-	1,462	87.0	23.8	E
5	14th St. Off to Lane Drop	Basic	5,658	-	-	110.0	13.5	C
6	Lane Drop to University Ave. On	Basic	5,658	-	-	103.3	19.2	D
7	University Avenue On-Ramp	1-Lane On	5,658	1,317	-	-	-	F
8	University Ave. On to 14th St. On	Basic	6,975	952	-	-	-	F
9	14th Street On-Ramp	1-Lane On	6,975	-	-	-	-	F
10	14th St. On to Central Ave. Off	Basic	8,187	-	-	-	-	F
11	Central Avenue Off-Ramp	2-Lane Off	8,187	-	1,798	-	-	F
12	Central Ave. Off to Central Ave. On	Basic	6,389	-	-	91.3	24.6	E
13	Central Ave. to Arlington Ave. (Auxiliary Lane)	Type B Weave	6,389	802	945	84.8	22.3	E
14	Arlington Ave. Off to Arlington Ave. On	Basic	6,246	-	-	94.2	23.3	E
15	Arlington Avenue On-Ramp	1-Lane On	6,246	479	-	-	-	F
16	Arlington Ave. On to Mary St.	Basic	6,725	-	-	-	-	F

* Exceeds LOS standard

Notes

All traffic volumes are PCE volumes.

Table BB - Design Year (2030) With HOV Lanes Project Alternative 5 Freeway Segment Levels of Service

		PM PEAK HOUR						
No.	Segment	Type	Mainline Volume	Entering Volume	Exiting Volume	Speed (km/h)	Density (pc/km/ln)	LOS
Eastbound								
1	Mary St. to Arlington Avenue Off	Basic	8,055	-	-	97.9	21.7	D
2	Arlington Avenue Off-Ramp	2-Lane Off	8,055	-	782	89.0	12.8	C
3	Arlington Ave. Off to Arlington Ave. On	Basic	7,273	-	-	105.3	18.2	D
4	Arlington Ave. to Central Ave. (Auxiliary Lane)	Type B Weave	7,273	1,174	759	85.7	25.9	E
5	Central Ave. Off to Central Ave. On	Basic	7,688	-	-	101.9	19.8	D
6	Central Avenue On-Ramp	1-Lane On	7,688	1,768	-	-	-	F
7	Central Ave. On to Lane Drop	Basic	9,456	-	-	-	-	F
8	Lane Drop to 14th St. Off	Basic	9,456	-	-	-	-	F
9	14th Street Off-Ramp	2-Lane Off	9,456	-	1,053	-	-	F
10	University Avenue Off-Ramp	2-Lane Off	8,403	-	1,069	-	-	F
11	University Ave. Off to 14th St. On	Basic	7,334	-	-	-	-	F
12	14th Street On-Ramp	1-Lane On	7,334	976	-	-	-	F
13	14th St. On to University Ave. On	Basic	8,310	-	-	-	-	F
14	University Ave. On to La Cadena Off	Basic (Lane Add.)	9,724	1,414	-	-	-	F
Westbound								
1	Mulberry On to University Ave. Off	Basic	8,360	-	-	110.0	13.3	C
2	University Avenue Off-Ramp	2-Lane Off	8,360	-	1,160	88.0	11.6	B
3	University Ave. Off to 14th St. Off	Basic	7,200	-	-	110.0	13.8	C
4	14th. Street Off-Ramp	1-Lane Off	7,200	-	1,143	88.0	23.0	E
5	14th St. Off to Lane Drop	Basic	6,057	-	-	109.8	14.5	C
6	Lane Drop to University Ave. On	Basic	6,057	-	-	97.7	21.8	D
7	University Avenue On-Ramp	1-Lane On	6,057	1,394	-	-	-	F
8	University Ave. On to 14th St. On	Basic	7,451	-	-	-	-	F
9	14th Street On-Ramp	1-Lane On	7,451	1,157	-	-	-	F
10	14th St. On to Central Ave. Off	Basic	8,838	-	-	-	-	F
11	Central Avenue Off-Ramp	2-Lane Off	8,838	-	1,621	-	-	F
12	Central Ave. Off to Central Ave. On	Basic	7,217	-	-	-	-	F
13	Central Ave. to Arlington Ave. (Auxiliary Lane)	Type B Weave	7,217	606	799	89.4	23.0	E
14	Arlington Ave. Off to Arlington Ave. On	Basic	7,025	-	-	-	-	F
15	Arlington Avenue On-Ramp	1-Lane On	7,025	690	-	-	-	F
16	Arlington Ave. On to Mary St.	Basic	7,715	-	-	-	-	F

* Exceeds LOS standard

Notes

All traffic volumes are PCE volumes.



CITY OF PALM DESERT

73-510 FRED WARING DRIVE
PALM DESERT, CALIFORNIA 92260-2578
TEL: 760 346-0611
FAX: 760 341-7098
info@palm-desert.org

May 15, 2006

Jonathan Nadler
Southern California Association of Governments
Transportation Conformity Working Group
818 West Seventh Street, 12th Floor (Main Building)
Los Angeles, CA 90017

**Re: Monterey Avenue Interchange at Interstate 10 Improvement Project
EA 08-0F0500-Particulate Matter PM_{2.5} Conformity**

Dear Mr. Nadler:

The City of Palm Desert (City), in partnership with the California Department of Transportation (Caltrans) District 8 and the County of Riverside (County), proposes the reconstruction of the westbound ramps at the Interstate 10 (I-10)/Monterey Avenue Interchange (IC). The improvements are necessary to alleviate the increasing traffic spawning from the growing communities of Palm Desert, Thousand Palms and Rancho Mirage. The project proposes realignment of the existing westbound off-ramp and construction of an additional westbound on-ramp from Varner Road. Varner road runs parallel to and north of the Interstate 10 from Date Palm Drive to Jefferson Street. The addition of the new westbound ramps to Varner Road will improve the existing signalized intersection spacing between the existing westbound and eastbound ramp termini on Monterey Avenue. The City of Palm Desert plans to fund 100% of the project costs with local Measure A funds from the study phase through to design and construction of the preferred alternative.

On March 10, 2006, the U.S. Environmental Protection Agency (EPA) published a final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in PM_{2.5} and PM₁₀ nonattainment and maintenance areas (71 Federal Register [FR] 12458). Transportation conformity is required under Clean Air Act section 176(c) 42 United States Code (U.S.C.) 7506(c) to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the state quality implementation plan (SIP). EPA's transportation conformity rule (40 Code of Federal Regulations [CFR] 51.390 and Part 93) establishes the criteria and procedures for determining whether transportation activities conform to the SIP. Clean Air Act section 176(c)(1)(B) is the statutory criterion that must be met by all projects in nonattainment and maintenance areas that are subject to

transportation conformity. Section 176(c)(1)(B) states that federally-supported transportation projects must not "cause or contribute to any new violation of any standard in any area; increase the frequency or severity of any existing violation of any standard in any area; or delay timely attainment of any standard or any required interim emission reductions or other milestones in any area."

To meet statutory requirements, the March 10, 2006 final rule requires PM_{2.5} and PM₁₀ hot-spot analyses to be performed for projects of air quality concern. Qualitative hot-spot analyses would be done for these projects before appropriate methods and modeling guidance are available and quantitative PM_{2.5} and PM₁₀ hot-spot analyses are required under 40 CFR 93.123(b)(4). In addition, through the final rule, EPA determined that projects not identified in 40 CFR 93.123(b)(1) as projects of air quality concern have also met statutory requirements without any further hot-spot analyses (40 CFR 93.116(a)). The final rule defines the projects of air quality concern that require a PM_{2.5} and PM₁₀ hot-spot analysis in 40 CFR 93.123(b)(1) as:¹

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{2.5} or PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Conformity determinations require the analysis of direct and indirect emissions associated with the proposed project and compare them to the without project condition. If the total of direct and indirect emissions from the project reaches or exceeds

¹ U.S. Environmental Protection Agency and Federal Highway Administration, *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM₁₀ and PM_{2.5} Nonattainment and Maintenance Areas*, (PM₁₀ Protocol), March 2006, Appendix A.

regionally significant thresholds, the Lead Agency must perform a conformity determination to demonstrate the positive conformity of the federal action.

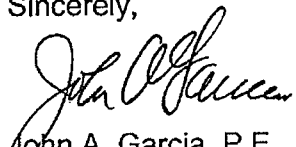
The project is currently programmed within the Southern California Association of Governments (SCAG) adopted 2004 Regional Transportation Improvement Plan (RTIP) and is described as follows: ID#RIV031208: at I-10/Monterey Ave IC – reconfigure and construct new westbound entry ramp from Varner Rd and realign/relocate westbound exit ramp.

The proposed improvements will improve local circulation and access to commercial and retail areas in the City. With out implementation of the proposed improvements, the existing westbound ramp intersection is forecast to operate at a deficient level of service (LOS), according to the acceptable County of Riverside performance criteria of LOS D or better. The realignment of the existing westbound off-ramp and the addition of a westbound on-ramp will decrease the accident rates on Monterey Avenue due to the increase in signalized intersection spacing between the westbound and eastbound ramp termini. Environmental and roadway conditions do not appear to be a contributing factor in the accidents cited for this segment of the Interstate 10 of the associated ramps at Monterey Avenue. The improvements are planned to accommodate future traffic projections to the year 2030.

Based upon the information provided above, the project is not expected to introduce significant amounts of diesel truck traffic and is not considered a project of significant concern per the definition contained within 40 CFR 93.123(b)(1). Thus, a less than significant impact with respect to PM_{2.5} and PM₁₀ would occur

We understand that the Draft Environmental Assessment (EA) and supporting technical studies have been approved for release to FHWA pending receipt of a preliminary proposal relative to the treatment of the new PM_{2.5} requirement. The City respectfully requests District consideration and acceptance of this letter as formal validation of the project's insignificant contribution of PM_{2.5}. The EA and supporting Air Quality Study will be revised prior to public circulation of the Draft EA and will include a statements noted above regarding PM_{2.5}.

Sincerely,



John A. Garcia, P.E.
Engineering Manager

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description from TIP, RTP, and/or project documents		MPO ID#: RIV031208	
<p>The City of Palm Desert (City), in cooperation with the California Department of Transportation (Caltrans), propose to modify the existing westbound Interstate 10 (I-10) off-ramp at the Monterey Avenue Interchange, and to also add an additional on-ramp to westbound I-10. The project will be 100 percent funded with City and Measure A funds in the 2005/2006 fiscal year. A Cooperative Agreement has been prepared between Caltrans and City that establishes roles and responsibilities for the design and construction of the project. The Cooperative Agreement identifies the City of Palm Desert as the responsible agency for Advertise, Award, and Administration (AAA) oversight of the project. Once completed, the interchange will be relinquished to Caltrans through a Cooperative Maintenance Agreement.</p> <p>The acquisition of three vacant parcels located to the east of Monterey Avenue between the existing westbound exist ramp and Varner Road would be required under any alternative design concept considered in this environmental document. Two of these parcels are remnant parcels from the previous interchange improvement project completed in 1990.</p> <p>The proposed project consists of the construction of a hook entrance ramp on Varner Road east of Monterey Avenue. The hook ramp will eliminate the left turn movement from northbound Monterey Avenue to the westbound on-ramp by allowing the traffic to make a right turn at the Varner Road intersection to access the hook on-ramp. An additional eastbound right turn lane will be provided for the traffic to access the proposed westbound on-ramp. A hook ramp will be provided to improve traffic flow along Monterey Avenue without affecting operations of the freeway as the hook entrance ramp joins the future fourth lanes of the westbound I-10 freeway and the existing westbound on-ramp will also merge with the future fourth lane of the I-10. The proposed project will remove the existing traffic control signal at the existing westbound ramp termini as well as lengthen the northbound Monterey Avenue left turn lanes onto Varner Road and the southbound Monterey Avenue left turn lane onto eastbound I-10. A signal is proposed for the intersection of the proposed westbound ramps.</p>			
Type of project see list below			
Reconfigure existing interchange			
County: Riverside	Narrative Location/Route & Postmiles: The I-10/Monterey interchange is located approximately 1.9 kilometers (km) (1.2 miles [mi]) east of the Ramon Road interchange and 3.7 km (2.3 mi) west of the Cook Street interchange. PM 44.0/45.0 (KP 70.8/72.4) Caltrans Projects – EA#: 0F0500		
Lead Agency: Orange County Transportation Authority			
Contact Person John Garcia	Phone# 760.346.0611	Fax# 760.341.7098	Email jgarcia@ci.palm-desert.ca.us
Decision Desired Check appropriate box below			
PM2.5		MAYBE Project of Air Quality Concern	X NOT Project of Air Quality Concern
PM10		MAYBE Project of Air Quality Concern	X NOT Project of Air Quality Concern
Federal Action for which PM Analysis is Needed Check appropriate box and describe in Comments below			
X	CE	EA or Draft EIS	FONSI or Final EIS
			PS&E or Construction
			Other
Scheduled Date of Federal Action: Aug 2007			
Current Programming Dates as appropriate			
	PE/Environmental	ENG	ROW
Start	5/05	10/06	4/08
End	7/05	3/08	7/09

Project Purpose and Need (Summary): *Attach additional sheets as necessary*

The purpose of the I-10/Monterey Avenue interchange modification is to relieve traffic congestion and delays caused by population growth and proposed land use development within the City of Palm Desert, Thousand Palms and the surrounding communities in Riverside County. Monterey Avenue serves as a major arterial serving these communities as a commuter and commercial roadway. The existing interchange is a modified diamond (Type L-1) ramp configuration, with eastbound and westbound on- and off-ramps. Currently, the traffic on Monterey Avenue queues up on the Monterey Avenue overcrossing as a result of the northbound left turn movements onto the westbound I-10 on-ramp. The queuing is a common effect when the required stacking length of the lanes exceeds the intersection separation, as is the case of Monterey Avenue with an intersection length of approximately 100 m (328 ft), between the on- and off-ramps, and approximately 65 m (213 ft) between the westbound freeway ramps and Varner Road. This scenario also increases the potential of accidents as indicated in the accident analysis with the majority of the accidents at this intersection being broadsides and sideswipes, an indication of improper left turn movements.

Surrounding Land Use/Traffic Generators

Currently a Super Wal-Mart is to be completed and open to business in summer of 2006 south of the interchange and southeast of Monterey Avenue and Dinah Shore Drive intersection. A traffic impact analysis was specifically completed for the Super Wal-Mart, and, the traffic impact analysis for the proposed interchange improvements for year 2030 include traffic from the Super Wal-Mart. Just south of the Wal-mart location there is a Lowe's Home Improvement Center being constructed, with opening in summer 2006. These two large facilities along with the existing Home Depot and Costco in the area contribute heavy movements northbound on Monterey Ave, making lefts onto westbound I-10.

LOS, AADT, % trucks, truck AADT of proposed facility (opening year)

Refer to Table 1 (Existing and Opening Year Traffic Volumes) for opening Year (2010) traffic volumes and associated percentages of heavy truck traffic.

Table 1
Existing and Opening Year Traffic Volumes

	AADT Volumes		
	Existing	Year 2010	% Heavy Trucks ¹
I-10/Monterey Ramps			
WB Exit	6,810	7,250	8.0
WB Entrance	5,475	6,260	8.0
EB Exit	6,580	7,620	8.0
EB Entrance	4,635	5,305	8.0
I-10 Mainline			
WB west of I-10/Monterey.	46,000	56,635	13.0
EB west of I-10/Monterey.	46,000	56,635	13.0
WB east of I-10/Monterey.	44,500	51,175	13.0
EB east of I-10/Monterey.	44,500	51,175	13.0
¹ Ramp truck percentage based on Caltrans Route Concept Fact Sheet District 8 (March, 2000); Mainline truck percentage based on I-10/Portola Ave Interchange PSR (April, 2005).			

Table 2 (Opening Year LOS) summarizes forecast year 2010 with project conditions AM peak hour and PM peak hour average stopped delay per vehicle and corresponding LOS of the study intersections.

Table 2
Opening Year LOS

Study Intersection	Year 2010 Without Project		Year 2010 With Project	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay – LOS (seconds)	Delay – LOS (seconds)	Delay – LOS (seconds)	Delay – LOS (seconds)
Monterey Ave/Vamer Rd	26.9 - C	25.1 - C	29.9 - C	26.7 - C
Monterey Ave/I-10 WB Ramps	25.3 - C	24.9 - C	0.5 - A	0.6 - A
Monterey Ave/I-10 EB Ramps	23.2 - C	21.9 - C	23.2 - C	21.8 - C
I-10 WB Ramps/Vamer Rd	N/A - N/A	N/A - N/A	12.6 - B	21.2 - C
Source: I-10/Monterey Avenue Interchange Reconfiguration Project Traffic Impact Analysis, August 2005.				

LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year)

Refer to Table 3 (Existing and Horizon Year Traffic Volumes) for horizon Year (2030) Traffic volumes and associated percentages of heavy truck traffic.

Table 3
Existing and Horizon Year Traffic Volumes

	AADT Volumes		
	Existing	Year 2030	% Heavy Trucks ¹
I-10/Monterey Ramps			
WB Exit	6,810	10,910	8.0
WB Entrance	5,475	11,050	8.0
EB Exit	6,580	9,435	8.0
EB Entrance	4,635	14,530	8.0
I-10 Mainline			
WB west of I-10/Monterey.	46,000	89,450	13.0
EB west of I-10/Monterey.	46,000	89,450	13.0
WB east of I-10/Monterey.	44,500	81,500	13.0
EB east of I-10/Monterey.	44,500	81,500	13.0

¹ Ramp truck percentage based on Caltrans Route Concept Fact Sheet District 8 (March, 2000); Mainline truck percentage based on I-10/Portola Ave Interchange PSR (April, 2005).

Table 4 (Horizon Year LOS) summarizes forecast year 2030 with project conditions AM peak hour and PM peak hour average stopped delay per vehicle and corresponding LOS of the study intersections.

Table 4
Horizon Year LOS

Study Intersection	Year 2030 Without Project		Year 2030 With Project	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay - LOS (seconds)	Delay - LOS (seconds)	Delay - LOS (seconds)	Delay - LOS (seconds)
Monterey Ave/Vamer Rd	30.1 - C	35.1 - D	34.8 - C	48.3 - D
Monterey Ave/I-10 WB Ramps	35.4 - D	88.5 - F	1.7 - A	2.8 - A
Monterey Ave/I-10 EB Ramps	37.0 - D	90.2 - F	37.0 - D	90.3 - F
I-10 WB Ramps/Vamer Rd	N/A - N/A	N/A - N/A	16.7 - B	21.2 - C

Source: I-10/Monterey Avenue Interchange Reconfiguration Project Traffic Impact Analysis, August 2005.

If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (opening year): See Above

If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (RTP horizon year): See Above

Describe potential traffic redistribution effects of congestion relief

Some traffic delays can be expected during construction of the project. However, the traffic impacts during construction are only temporary in nature and will cease upon completion of construction activities.

During the operational phase, the proposed project would result in the modification of the existing entrance and exit ramps at the I-10/Monterey Avenue interchange. No modifications to the existing I-10 mainline are planned as part of the project. Thus, local traffic is not expected to be significantly redistributed.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

Conformity determinations require the analysis of direct and indirect emissions associated with the proposed project and compare them to the without project condition. If the total of direct and indirect emissions from the project reaches or exceeds regionally significant thresholds, the Lead Agency must perform a conformity determination to demonstrate the positive conformity of the federal action.

Destination 2030 is the 2004 Regional Transportation Plan (RTP) (adopted in April 2004) for the six county region in Southern California including Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial counties. The RTP is the culmination of a three-year effort with a focus on improving the balance between land use and the current as well as future transportation systems. The Southern California Association of Governments (SCAG) is required to develop, maintain and update the RTP on a three-year cycle. The RTP provides the basic policy and program framework for long-term investment in our vast regional transportation system in a coordinated, cooperative and continuous manner. The proposed Interstate 10/Monterey Avenue Interchange Reconfiguration Project is subject to the requirement to determine conformity. The Project is included in the RTP (RTP ID RIV031208)

The proposed improvements will improve local circulation and access to commercial and retail areas in the City. Without implementation of the proposed improvements, the existing westbound ramp intersection is forecast to operate at a deficient level of service (LOS), according to the acceptable County of Riverside performance criteria of LOS D or better. The realignment of the existing westbound off-ramp and the addition of a westbound on-ramp will decrease the accident rate on Monterey Avenue due to the increase in signalized intersection spacing between the westbound and eastbound ramp termini. Environmental and roadway conditions do not appear to be a contributing factor in the accidents cited for this segment of the Interstate 10 (or the associated ramps at Monterey Avenue). The proposed improvements are planned to accommodate future traffic projections to Year 2030. Although the percentage of heavy truck traffic along the I-10 mainline is 13 percent, the project does not propose to modify any aspect of the interstate. The percentage of heavy truck traffic along the on- and off-ramps, which will be modified, is 8 percent and has an associated ADT of less than 125,000 vehicles. Note that this segment of I-10 does not serve any ports, rail yards or other significant sources of particulate matter.

Based upon the information provided above, the project is not expected to introduce significant amounts of diesel truck traffic and is not considered a project of significant concern per the definition contained within 40 CFR 93.123(b)(1). Thus, a less than significant impact with respect to PM_{2.5} and PM₁₀ would occur.

TYPE OF PROJECT:

New state highway; Change to existing state highway

New regionally significant street; Change to existing regionally significant street

New interchange; Reconfigure existing interchange

Intersection channelization

Intersection signalization

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:**Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots**

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM10/2.5 Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description (from TIP, RTP, and/or project documents)		MPO ID#: <u>RIV041052</u>	
AT SR-60/NASON ST IC & MORENO BEACH DR IC: WIDEN NASON OC 2 TO 6 LNS; MODIFY MORENO BEACH DR IC - WIDEN 2 TO 6 LNS, REALIGN/WIDEN RAMPS, ADD WB ON RAMP, ADD EB/WB AUX LN (per adopted 2004 RTP) (see the comments section below for additional info)			
County: Riverside County	Narrative Location/Route & Postmiles City of Moreno Valley/State Route 60 (SR-60) from PM 18.3/19.5 Caltrans Projects – EA#: <u>323010</u>		
Lead Agency: City of Moreno Valley			
Contact Person Margery Lazarus	Phone# (951) 413-3133	Fax# (951) 413-3170	Email margeryl@moval.org
Pollutants for which decision is needed	<input checked="" type="checkbox"/> PM10	<input checked="" type="checkbox"/> PM2.5	<input type="checkbox"/> CO <input type="checkbox"/> Other
Decision Proposed:	<input type="checkbox"/> POAQC	<input checked="" type="checkbox"/> Not POAQC	<input type="checkbox"/> Accept Hot Spot Study
Federal Action Needed (describe in Comments below)			
<input checked="" type="checkbox"/> CE	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction <input type="checkbox"/> Other
Scheduled Date of Federal Action: Not Applicable (NEPA Document is a Programmatic Categorical Exclusion [PCE])			
Current Programming Dates (as appropriate)			
	PE/Environmental	ENG	ROW
Start	04/05	04/05	
End	08/09	08/09	
Project Purpose and Need (Summary): The purpose of the project is to provide operational improvements, to alleviate congestion, and to address the existing roadway and bridge deficiencies. The project is needed to improve safety, to bring the roadway and bridge features up to current standards, and to provide acceptable levels of service on the freeway ramps and the ramp terminal intersections.			
Surrounding Land Use/Traffic Generators Northwest & northeast quadrants of SR-60/Nason Street – single family residential developments Southwest quadrant of SR-60/Moreno Beach Drive – commercial development Southeast quadrant of SR-60/Moreno Beach Drive – auto mall			
State Highway/mainline AADT, % trucks, truck AADT (opening year) Opening Year (2011) AADT: 96,000 (interpolated between 2006 volumes and 2035 projection) Trucks: 13.2% Truck AADT: 13,800			
State Highway/mainline AADT, % trucks, truck AADT (RTP horizon year) 2035 Build Condition 2035 No Build Condition AADT: 205,000 AADT: 215,000 Trucks: 13.2% Trucks: 13.2% Truck AADT: 27,160 Truck AADT: 28,400			
If interchange(s) or intersection(s) involved, for worst-LOS interchange or intersection:			
Cross-street AADT, % trucks, truck AADT (opening year) (with project) Nason Street: AADT: 18,700 Trucks 4% Truck AADT: 750 Moreno Beach Drive AADT: 15,400 Trucks 4% Truck AADT: 620			
Cross-street AADT, % trucks, truck AADT (RTP horizon year) (with project) Nason Street: AADT: 35,800 Trucks 4% Truck AADT: 1,400 (horizon year 2035) Moreno Beach Drive AADT: 41,100 Trucks 4% Truck AADT: 1,600 (horizon year, 2035)			

Comments/Explanation/Details

See the memorandum attached to this form for additional traffic and Air Quality information.

The Oct. 2006 RTIP be amended to show a "revised" project description with 6 lanes on Moreno Beach Drive, and 4 lanes on Nason Street OC. The project is currently being modeled by SCAG with this updated lane configuration at both bridges. The Model number will be posted on the SCAG web site by June 30, 2006. At Nason Street overcrossing (4-through lanes) and at Moreno Beach Drive (6-through lanes). The project limits were revised to be PM 17.9/19.8 during the preliminary environmental phase and have been updated in the Draft 2006 RTIP.

REFERENCE:**Criteria for projects of air quality concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots**

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

MEMORANDUM

June 13, 2006

To: Dave Speirs
From: Shudeish Mahadev
Subject: PM_{2.5} Hot Spot Analysis for SR-60/Moreno Beach Drive Interchange

The United States EPA promulgated NAAQS for PM_{2.5} (along with revised NAAQS for ozone) on July 18, 1997 to complement the existing NAAQS for PM₁₀. These standards were challenged by a number of business and industry groups, but were upheld by the U.S Supreme Court and the District of Columbia Court of Appeals. EPA then published their final rule on PM_{2.5} designations and classifications in the Federal Register on January 5, 2005, and established boundaries for areas designated as nonattainment, unclassifiable or attainment/classifiable. The SCAB was designated as a nonattainment area for PM_{2.5}, which became effective on April 5, 2005.

While recognizing that highway projects that involve significant amount of traffic and diesel vehicles contribute to particulate matter (both PM_{2.5} and PM₁₀) degradation, and to ensure conformity of these projects with efforts to attain the NAAQS, EPA published a final rule on March 10, 2006 (officially effective as of April 3, 2006), that established conformity criteria and procedures for transportation projects to determine their impacts on ambient PM_{2.5} and PM₁₀ levels in nonattainment and maintenance areas. The "Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas" provides guidance on qualitative analyses for these two criteria pollutants. The PM_{2.5} hot-spot analysis must meet the requirements of this rule, while the PM₁₀ analysis can meet the requirements of this rule or the previous FHWA's Sept 12, 2001 "Guidance for Qualitative Project-Level 'Hot-Spot' Analysis in PM₁₀ Nonattainment and Maintenance Areas". Both of these requirements are in compliance with the transportation conformity rule (40 CFR 51.390 and Part 93), which establishes the criteria and procedures for determining whether transportation activities conform to the state air quality implementation plan (SIP).

The rule requires a Project of Air Quality Concern (POAQC), defined in 93.123(b)(i) to 93.123(b)(v) to conduct a PM_{2.5} and PM₁₀ hot-spot analysis. POAQC under the definition of 93.123(b)(i) are; "new or expanded highway projects that have a significant number of or significant increase in diesel vehicles". According to the preamble to the rule, an example of a POAQC that would be covered by 93.123(b)(i) is a "project on a new highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic".

The projected ADT for the project for year 2035 under the no build alternative is 215,000 on SR-60, and 205,000 under the build condition. The reduced mainline volume is due to the redistribution of some local traffic between Nason Street and Moreno Beach Drive to Eucalyptus Avenue, a parallel local arterial that can be connected to Moreno Beach Drive under the "build" condition. (See Attachments following page 7 of this memo for figures 11 and 18 from the March 13, 2006 Traffic study. These

figures illustrate the connection of Eucalyptus Avenue to Moreno Beach Drive under the Build Condition). See Table 2 for additional “build” and “no-build” traffic projections. Based upon existing traffic data, the current percentage of diesel truck traffic for the SR-60 mainline is 13.2% (Caltrans count) and 4% (City count) on the arterial system. In accordance with the City of Moreno Valley General Plan, the proposed land-use in the vicinity of the project is primarily residential with some commercial. Based upon this land-use the percentage of diesel truck traffic is anticipated to remain unchanged and therefore, this project is believed to qualify as “Not a POAQC” and a PM_{2.5} and PM₁₀ hot-spot analysis would not be required.

Table 1 shows that the project area is in a non-attainment area for PM_{2.5} (also see CARB, 2005a). The CARB (2005a) report, as shown in Figure 1, also presents data for the annual average composition of PM_{2.5} that was measured at Rubidoux (27.9 µg/m³), approximately 8 miles west of the project area; ammonium nitrate (from combustion)- 46%, ammonium sulfate (from combustion)- 13%, elemental carbon (from combustion)- 4%, organic carbon (from combustion)- 31%, road and other dust- 4%, and other- 2%. As can be discerned from this data, combustion sources contribute predominantly to the measured PM_{2.5} in the project area, with most of the contribution likely from automobiles, and a small contribution from road dust.

Although the project is already located in an area that is in nonattainment, and with combustion sources contributing predominantly to the nonattainment status, the discussion below will demonstrate that the project is not expected to cause further degradation of ambient PM_{2.5} concentrations. Conversely, the project will most likely ameliorate air quality in the local project area by reducing congestion and improving traffic flow in the project area, and thus reducing the contribution to PM_{2.5} degradation from automobiles. The following indicators demonstrate that traffic conditions on SR-60 will be improved between the build and no build alternatives for year 2035; decrease in total ADT (Table 2), improvement in LOS (Table 3), and decrease in queue length (Table 4). Additionally, the percentage of diesel trucks in the vehicle mix on the freeway and on the local streets is expected to remain the unchanged because the areas served by the intersections are primarily residential.

Moreover, EPA and CARB programs to target combustion sources and reduce particulate emissions will cause overall PM_{2.5} concentrations to decline significantly. Some of the programs already in effect or under consideration are: diesel particulate risk management, regional haze, ground level ozone control, and smoke management (CARB, 2003). These programs will both reduce the background level of PM_{2.5} all over the region and the state, as well as reduce PM_{2.5} emissions from this project.

Table 1 Air Pollutant Data Summary from Perris, Rubidoux and Magnolia Monitoring Stations (2002-2005)³			
Pollutant	CARB Monitoring Station Data		
	2003 (2002)	2004 (2003)	2005 (2004)
Ozone (O ₃)			
Highest 1 hour, ppm	0.155	0.128	0.126
Days > 0.12 ppm ¹	7	2	1
Days > 0.09 ppm ²	67	36	11
Highest 8 hour, ppm	0.121	0.104	0.103
Days > 0.08 ppm ¹	46	20	3
Carbon Monoxide (CO)			
Highest 1 hour, ppm	(8.0)	(5.0)	(4.0)
Days > 35.0 ppm ¹	0	0	0
Days > 20.0 ppm ²	0	0	0
Highest 8 hour, ppm	3.67	2.97	2.13
Days > 9.0 ppm ^{1,2}	0	0	0
Nitrogen Dioxide (NO ₂)			
Highest 1 hour, ppm	0.099	0.092	0.069
Days > 0.25 ppm ²	0	0	0
Annual Average	(0.023)	(0.021)	(0.017)
Annual Standard Exceeded?	No	No	No
Sulfur Dioxide (SO ₂)			
Highest 24 hour, ppm	0.012	0.015	0.011
Days > 0.14 ppm ¹	0	0	0
Days > 0.25 ppm ²	0	0	0
Annual Average	0.002	0.003	0.004
Annual Standard Exceeded?	No	No	No
Particulates (PM ₁₀)			
Highest 24 hour	142.0	83.0	39.0
Days > 150 µg/m ³ ¹	0	0	0
Days > 50 µg/m ³ ²	17	15	0
Annual Average	(45.1)	(43.9)	(41.4)
National Annual Standard Exceeded?	No	No	No
State Annual Standard Exceeded?	Yes	Yes	Yes
Particulates (PM _{2.5})			
Highest 24 hour	104.3	93.8	63.1
National 24-Hr Standard Exceeded?	Yes	Yes	Yes
(> 65 µg/m ³ ¹)			
Annual Average	(27.1)	(22.6)	(20.8)
National Annual Standard Exceeded?	Yes	Yes	Yes
(> 15 µg/m ³ ¹)			
State Annual Standard Exceeded?	Yes	Yes	Yes
(> 12 µg/m ³ ²)			
Lead (Pb)	No Data	No Data	No Data
Ppm – parts per million µg/m ³ – micrograms per cubic meter NM – Not measured at this station AAM – Annual Arithmetic Mean AGM – Annual Geometric Mean ¹ Federal Standard ² State Standard ³ Numbers in parenthesis represent monitoring data from years 2002 to 2004.			

Table 2

ADT for the Project Study Area For Year 2035

Roadway		Roadway Segment		Length Miles	Year 2035		Truck % *	TRUCKS *	
					No Build	Build		No Build	Build
SR-60	from	West project limit (PM 17.9)	To						
		Nason St (PM 18.4)	Nason St (PM 18.4)	0.468	212,889	211,662	13.2%	28,100	27,900
		Nason St (PM 18.4)	Moreno Beach Dr (PM 19.1)	0.75	215,467	204,708	13.2%	28,400	27,000
		Moreno Beach Dr (PM 19.1)	east project limit (PM 19.8)	0.682	189,528	191,200	13.2%	25,000	25,200
Nason		Ironwood Ave	SR-60 Westbound Ramps	0.398	13,769	10,801	4.0%	600	400
		SR-60 Westbound Ramps	New SR-60 Eastbound Ramps	0.166	33,103	25,102	4.0%	1,300	1,000
		New SR-60 Eastbound Ramps	Old SR-60 Eastbound Ramps	0.105	49,110	35,834	4.0%	2,000	1,400
		SR-60 Eastbound Ramps	Fir Ave	0.107	49,110	35,834	4.0%	2,000	1,400
Moreno Beach		Ironwood Ave	SR-60 Westbound Ramps	0.359	16,886	21,271	4.0%	700	900
		SR-60 Westbound Ramps	SR-60 Eastbound Ramps	0.182	32,477	41,056	4.0%	1,300	1,600
		SR-60 Eastbound Ramps	Eucalyptus Ave	0.089	32,477	49,651	4.0%	1,300	2,000
		Eucalyptus Ave	Auto Mall Dr	0.337	36,655	36,461	4.0%	1,500	1,500
Eucalyptus		Nason St	Moreno Beach Dr	0.924	7,744	23,720	4.0%	300	900

(Source for Traffic Volumes: Urban Crossroads Traffic Forecasts Report dated 1-10-2006)

1. Mainline traffic volumes on SR-60 will decrease for "build" condition (versus the "no-build" condition) due to relocation of EB off/on ramp intersection at Eucalyptus Ave/Moreno Beach Dr. which would allow the connection of east-west parallel arterial road (Eucalyptus Avenue) See Attached Figures (with and without project)

The projected traffic volumes on Nason Street for the "build" will decrease versus the "no build" condition due to the completion Eucalyptus Avenue, resulting in some redistribution of local traffic to Moreno Beach Drive. Conversely, the "build" condition will increase the traffic volumes on Moreno Beach Dr versus the "build" condition due the completion of Eucalyptus Ave.

2. The truck percentages for SR-60 are estimated at 13.2 percent based upon Caltrans 2004 counts at Post Mile 12.2, "East Junction I-215", and at Post Mile 22.1 "Gilman Springs Road"

3. The truck percentages on SR60 are expected to remain the same for year 2035 as current conditions since the landuse per the City General Plan for project vicinity and easterly along SR60 is primarily residential.

Table 3
LOS For the Project Study Area For Year 2035

Location	No Build Peak Hour		Build Peak Hour	
	AM	PM	AM	PM
Nason St @ WB SR-60 Ramps	C	C	B	B
Nason St @ SR-60 EB Ramps	C	C	B	B
Nason St @ Eucalyptus Ave	D	D	C	C
Moreno Beach Dr @ Ironwood	D	D	C	C
Moreno Beach Dr @ SR-60 WB Ramps	C	C	B	B
Moreno Beach Dr @ EB Ramps	F	F	B	B
Moreno Beach Dr @ Eucalyptus			B	C
Moreno Beach Dr @ Auto Mall Dr	A	A	A	A

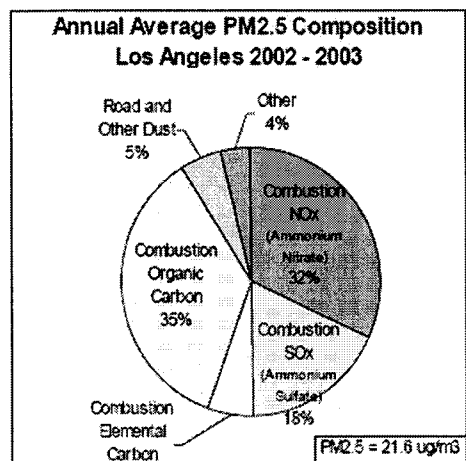
Table 4
Total Queue Lengths For the Project Study Area For Year 2035

Location	Eastbound		Westbound		Northbound		Southbound	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
Nason St / WB SR-60 Ramps	199	126	252	114	352	109	368	186
Nason St / SR-60 EB Ramps	556	232			726	421	1353	110
Nason St / Eucalyptus Ave	634	249	213	312	632	429	747	416
Moreno Beach Dr / Ironwood	352	304	583	344	330	132	524	287
Moreno Beach Dr/SR-60 WB Ramps			686	237	147	477	499	129
Moreno Beach Dr / EB Ramps	1558	426	341		944	173	593	273
Moreno Beach Dr / Eucalyptus		316		295		304		313
Moreno Beach Dr/Auto Mall Dr			86	36	104	172	12	169

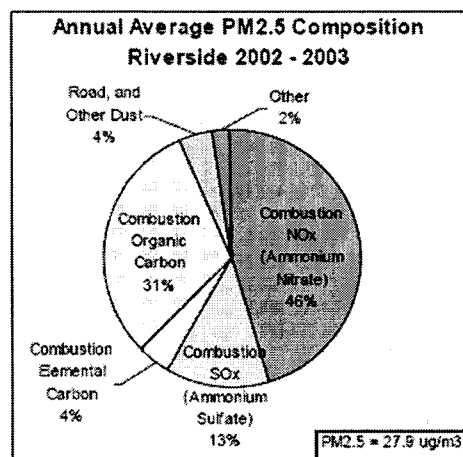
Figure 1
Annual Average Composition Measured at Rubidoux, Years 2002-2003

Figure O-4. Annual Average Composition of PM_{2.5} and Link to Emission Source type.

a) Los Angeles



b) Riverside



South Coast Air Basin

II-O-6

087

ATTACHMENTS:

The following paged contain

Figures 11 and 18

From

Draft Traffic Study

Dated: March 13, 2006

By Parsons

088

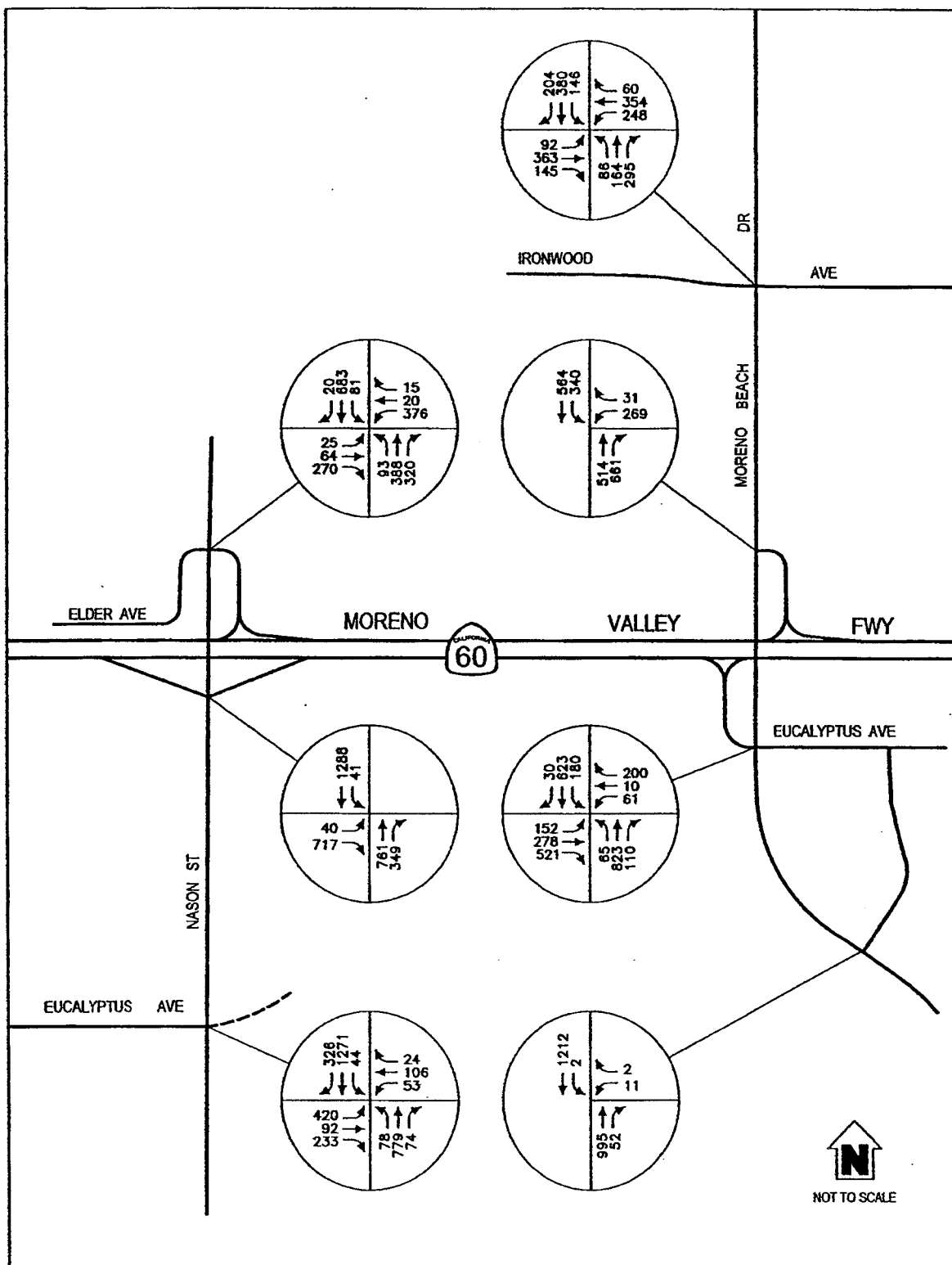


Figure 11. No Build Condition Year 2035 AM Peak Hour Intersection Turning Counts

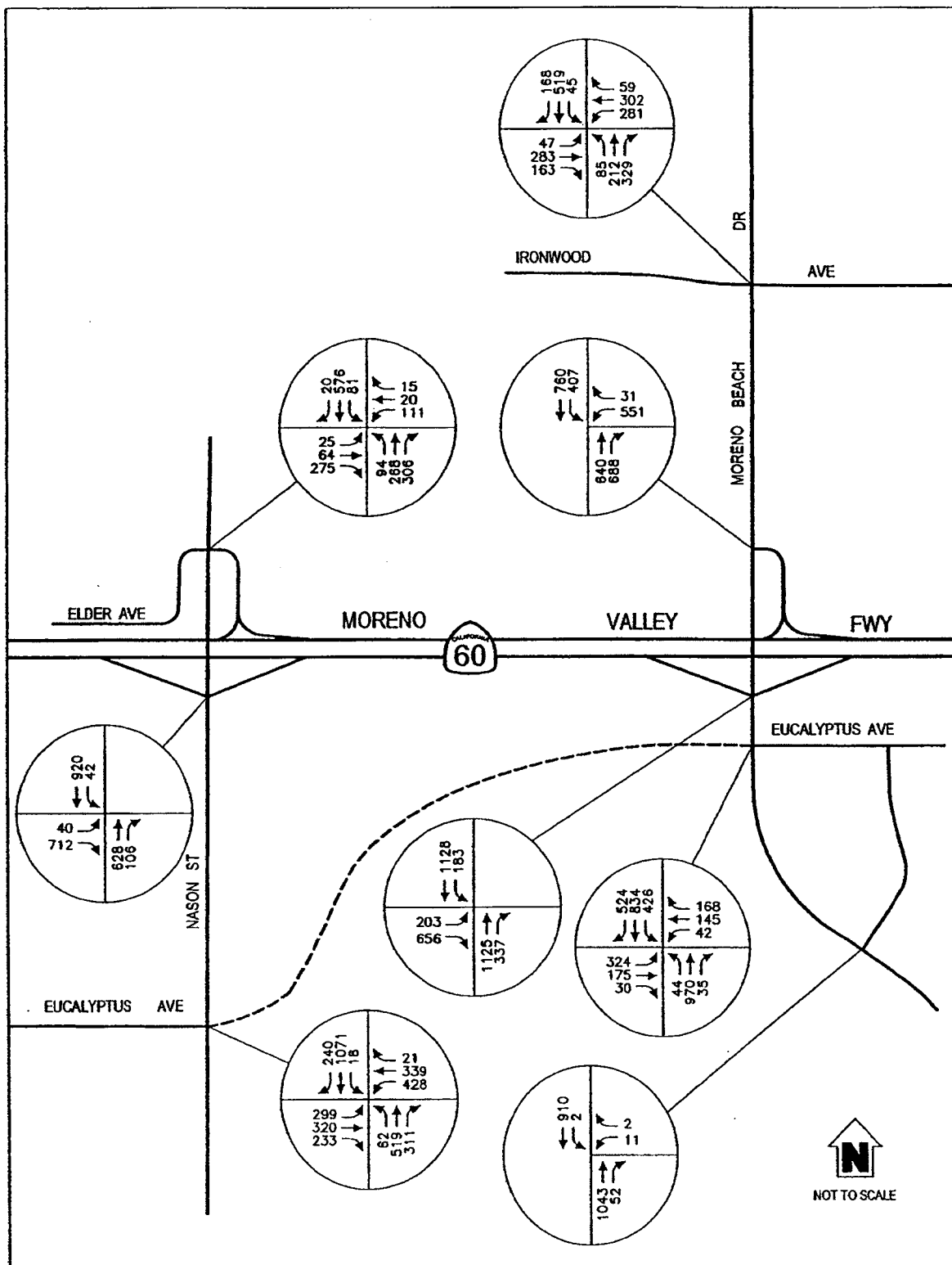


Figure 18. Build Condition Year 2035 AM Peak Hour Intersection Turning Counts

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i> ON PECHANGA PKWY FROM SR79S TO PECHANGA ROAD – WIDEN FROM 2 TO 6 LANES & INCLUDE CURB, GUTTER, SIDEWALK, SOUND WALL & STORM DRAIN FACILITY IMPROVEMENTS.		RTIP ID#: RIV991210	
Type of project <i>see list below</i> New regionally significant street.			
County: Riverside	Narrative Location/Route & Post Miles: 2.7 miles of Pechanga Parkway location from Route 79 South to Pechanga Road, City of Temecula, Riverside County, California Caltrans Projects – EA#: 08-924732		
Lead Agency: City of Temecula			
Contact Person Steven Beswick	Phone# (951) 694-6411	Fax# (951) 693-3929	Email Steven.Beswick@cityoftemecula.org
Decision Desired <i>Check appropriate box below</i>			
PM2.5	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	X
PM10	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	X
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>			
X	CE	<input type="checkbox"/>	EA or Draft EIS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	FONSI or Final EIS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	PS&E or Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other
Scheduled Date of Federal Action: 2006			
Current Programming Dates <i>as appropriate</i>			
	PE/Environmental	ENG	ROW
Start	May 2002	May 2002	June 2006
End	June 2006	June 2006	July 2006
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> The purpose of the Phase II Improvements to Pechanga Parkway is to widen Pechanga Parkway from State Route 79 south to Pechanga Road in the City of Temecula. The project involves widening Pechanga Parkway from two to six lanes and includes curb, gutter, sidewalk, sound wall, and storm drain facility improvements. The need for the improvements is to alleviate traffic congestion along Pechanga Parkway between SR-79 and Pechanga Road.			
Surrounding Land Use/Traffic Generators: (especially effect on diesel traffic) The project is surrounded by residential development and a casino. The proposed improvements will improve local circulation and access to predominantly residential areas in the City. Without implementation of the proposed improvements, four intersections are forecast to operate at deficient LOS levels, according to Caltrans acceptable performance criteria of LOS E or better. With the improvements, the LOS is improved at all intersections to LOS E or better. The project will not increase the number of diesel vehicles (current volume of heavy truck traffic is 4.81% under existing year/ 2005 conditions) because land uses surrounding the project and south of the project are primarily residential. In addition, Pechanga Parkway is not designated as a truck route. Based upon the information provided above, the project is not expected to increase the amount of diesel truck traffic and is not considered a project of significant concern per the definition contained within 40 CFR 93.123(b)(1). Thus, a less than significant impact with respect to PM _{2.5} and PM ₁₀ would occur.			

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)

Opening year average annual daily trips along Pechanga Parkway is shown in Table 1. The annual average daily trips (AADT) were obtained from the City of Temecula website that shows existing traffic volumes along roadway segment throughout the City.

**Table 1
Opening Year Traffic Volumes**

Roadway Segment*	AADT	Level Of Service		Percent Trucks		Truck AADT
		Build	No Build	Medium	Heavy	
SR-79 to Rainbow Canyon	36,700	A	D	6.32	4.81	4,085
Rainbow Canyon to Loma Linda Road	30,000	A	E	6.32	4.81	3,339
Loma Linda Road to Wolf Valley Road	23,300	A	C	6.32	4.81	2,593
Wolf Valley Road to Pechanga Casino Drive	22,890	A	C	6.32	4.81	2,548
South of Pechanga Casino Drive	8,739	A	A	6.32	4.81	973

*Urban Arterial (UA) 6 lanes: LOS E – 62,000

Arterial (A) 4 lanes: LOS E – 42,000

Secondary (S) 4 lanes: LOS E – 31,000

Principal Collector (PC): LOS E – 16,000

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)

The RTP Horizon Year average annual daily trips along Pechanga Parkway is shown in Table 2. The annual average daily trips (AADT) were obtained from the Traffic Report prepared for Pechanga Parkway by Austin-Foust Associates, Inc. on July 20, 2005. As shown in Table 2, there are three roadway segments along Pechanga Parkway that will operate at LOS E or worse; however, the level of service for each of these segments would improve to LOS D or better with the future extension of Pechanga Parkway to I-15. However, this future extension is not assumed in the AADT's that are shown below.

Table 2
RTP Horizon Year Traffic Volumes

Roadway Segment*	AADT	Level Of Service		Percent Trucks		Truck AADT
		Build	No Build	Medium	Heavy	
SR-79 to Rainbow Canyon	78,000	F	F	6.32	4.81	8,681
Rainbow Canyon to Loma Linda Road	70,000	F	F	6.32	4.81	7,791
Loma Linda Road to Wolf Valley Road	55,000	D	F	6.32	4.81	6,121
Wolf Valley Road to Pechanga Casino Drive	41,000	E	F	6.32	4.81	4,563
South of Pechanga Casino Drive	23,000	A	F	6.32	4.81	2,560

*Urban Arterial (UA) 6 lanes: LOS E – 62,000

Arterial (A) 4 lanes: LOS E – 42,000

Secondary (S) 4 lanes: LOS E – 31,000

Principal Collector (PC): LOS E – 16,000

If facility is interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year): Not applicable because the facility is a roadway segment.

If facility is interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year): Not applicable because the facility is a roadway segment.

Describe potential traffic redistribution effects of congestion relief

Some traffic delays can be expected during construction of the project. However, the traffic impacts during construction are only temporary in nature and will cease upon completion of construction activities. A Traffic Management Plan (TMP) would be developed and incorporated as part of the project design prior to the onset of construction to minimize disruption to the existing traffic flow conditions. All potentially affected agencies would be notified of the proposed project, and their input incorporated into the TMP.

Conformity determinations require the analysis of direct and indirect emissions associated with the proposed project and compare them to the with and without project condition. If the total of direct and indirect emissions from the project reaches or exceeds regionally significant thresholds, the Lead Agency must perform a conformity determination to demonstrate the positive conformity of the federal action.

Implementation of the proposed project would not result in a redistribution of traffic because the future year 2030 traffic volumes are projected to be the same without and with the project. The project is included in the Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan (RTIP). According to the RTIP, the project is referenced as project RIV991210 and has funding allocated.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

TYPE OF PROJECT:

New state highway; Change to existing state highway

New regionally significant street; Change to existing regionally significant street

New interchange; Reconfigure existing interchange

Intersection channelization

Intersection signalization

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:**Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots**

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i> On I-10 in Redlands and Yucaipa from Ford Street overcrossing to Live Oak Canyon Road. Construct one westbound mixed flow lane.		RTIP ID#: 200434	
Type of project <i>see list below</i> Change to an existing State highway.			
County: San Bernardino	Narrative Location/Route & Postmiles: I-10 PM 33.3-36.9 Caltrans Projects – EA#: 0F150		
Lead Agency: SANBAG			
Contact Person Lisa DaSilva	Phone# 909-884-8276	Fax# 909-388-2002	Email ldasilva@sanbag.ca.gov
Decision Desired <i>Check appropriate box below</i>			
PM2.5	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	X
PM10	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	X
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>			
<input type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction
Scheduled Date of Federal Action:			
Current Programming Dates <i>as appropriate</i>			
	PE/Environmental	ENG	ROW
Start	Jul 2004	Mar 2007	Mar 2007
End	Feb 2007	Nov 2009	Nov 2009
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> Interstate 10 (I-10) serves as a major east/west urban corridor and commuter route between Los Angeles, San Bernardino County, and points east. Westbound traffic on I-10 between the Live Oak Canyon Road interchange in Yucaipa and the State Route 30 (SR-30)/State Route 210 (SR-210) interchange in Redlands is consistently heavy during a.m. peak hours. The Median Mixed-Flow Lane Addition Project (MFLA) would add a westbound general-purpose lane between Ford Street and Live Oak Canyon Road. The proposed action would extend the MFLA from Ford Street to Live Oak Canyon Road, relieving congestion and improving safety. The extension of the general purpose lane would complete the mixed-flow lane build out in preparation for the future I-10 high-occupancy vehicle (HOV) projects.			
Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) The land uses along both sides of I-10 between Ford Street in Redlands and Yucaipa Blvd. in Yucaipa is primarily open space with some residential. Commercial/light industrial developments are located between Yucaipa Avenue and Live Oak Canyon Road within the vicinity of the local highway interchanges			

<p>Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)</p> <p>For the No build and build opening year (2011)</p> <p>LOS refer to attached Table E and F (N/A¹). The AADT is 171,900 with 12.4% trucks and 21,400 truck AADT.</p>
<p>Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)</p> <p>For the no build and build horizon year (2035)</p> <p>LOS refer to attached Table G and H (N/A²). The AADT is 279,000 with 12.5% truck and 34,800 truck AADT.</p>
<p>If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)</p> <p>N/A</p> <p>If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):</p> <p>N/A</p>
<p>Describe potential traffic redistribution effects of congestion relief</p> <p>Based on the Traffic Analysis prepared by LSA Associates, Inc. (April 2006) the proposed project would not increase the traffic volumes along westbound I-10. In addition, the construction of the mixed flow lane would improve the roadway level of service (LOS). The attached Tables E through H from the traffic analysis show the improvements in the traffic flow as a result of the proposed project.</p>
<p>Comments/Explanation/Details</p> <p><i>Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate</i></p> <p>See attached Particulate Matter (PM_{2.5} and PM₁₀) Analysis</p>

TYPE OF PROJECT:

<i>New state highway</i>	<i>Change to existing state highway</i>
<i>New regionally significant street</i>	<i>Change to existing regionally significant street</i>
<i>New interchange</i>	<i>Reconfigure existing interchange</i>
<i>Intersection channelization</i>	<i>Intersection signalization</i>

¹ Please refer to attached Table E and F.

² Please refer to attached Tables G and H.

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

Particulate Matter (PM₁₀ and PM_{2.5}) Analysis

The proposed project is within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is not a new or expanded highway project that would have a significant number or a significant increase in diesel vehicles. The existing and future traffic volumes along this segment of I-10 exceed the 125,000 ADT and the eight percent truck traffic POAQC thresholds for new highway construction. However, as shown in the attached Tables E through H the proposed project would not increase the traffic volumes along this segment of I-10. This type of project improves freeway operations by reducing traffic congestion and improving merge operations.
- ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Analysis*, the proposed project would not increase the traffic volumes along the local roadways within the project vicinity. In addition, the proposed project would reduce the delay and improve the LOS along I-10. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables E through H.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.

Table D - Existing Freeway Volumes and Levels of Service

Segment	Type	AM PEAK HOUR								LOS	
		Mixed Flow Lanes	HOV Lanes	Total Mainline Volume	HOV Volume	Mixed Flow Volume	Entering Volume	Exiting Volume	Speed (km/hr)		Density (pc/km/ln)
I-10 Westbound											
1. East of Live Oak Canyon Road On-Ramp	Basic	3	0	3,270	0	3,270			105.2	10.6	B
2. Live Oak Canyon Road On-Ramp	1 Lane on	3	0	3,270	0	3,270	1,042		95.0	15.5	C
3. Live Oak Canyon Road On-Ramp to Yucaipa Boulevard Off-Ramp	Basic	3	0	4,312	0	4,312			105.2	13.9	C
4. Yucaipa Boulevard Off-Ramp	1 Lane off	3	0	4,312	0	4,312		93	92.3	17.1	D
5. Yucaipa Boulevard Off-Ramp to Yucaipa Boulevard On-Ramp	Basic	3	0	4,219	0	4,219			105.2	13.6	C
6. Yucaipa Boulevard On-Ramp	1 Lane on	3	0	4,219	0	4,219	1,178		91.0	18.1	D
7. Yucaipa Boulevard On-Ramp to Wabash Avenue Off-Ramp	Basic	3	0	5,397	0	5,397			103.3	17.8	D
8. Wabash Avenue Off-Ramp	1 Lane off	3	0	5,397	0	5,397		249	91.7	20.2	D
9. Wabash Avenue Off-Ramp to Ford Street Off-Ramp	Basic	3	0	5,148	0	5,148			104.4	16.8	D
10. Ford Street Off-Ramp	1 Lane off	3	0	5,148	0	5,148		431	91.0	19.7	D

Segment	Type	PM PEAK HOUR								LOS	
		Mixed Flow Lanes	HOV Lanes	Total Mainline Volume	HOV Volume	Mixed Flow Volume	Entering Volume	Exiting Volume	Speed (km/hr)		Density (pc/km/ln)
I-10 Westbound											
1. East of Live Oak Canyon Road On-Ramp	Basic	3	0	2,676	0	2,676			105.2	8.7	B
2. Live Oak Canyon Road On-Ramp	1 Lane on	3	0	2,676	0	2,676	449		97.0	11.0	B
3. Live Oak Canyon Road On-Ramp to Yucaipa Boulevard Off-Ramp	Basic	3	0	3,125	0	3,125			105.2	10.1	B
4. Yucaipa Boulevard Off-Ramp	1 Lane off	3	0	3,125	0	3,125		91	92.3	13.5	C
5. Yucaipa Boulevard Off-Ramp to Yucaipa Boulevard On-Ramp	Basic	3	0	3,033	0	3,033			105.2	9.8	B
6. Yucaipa Boulevard On-Ramp	1 Lane on	3	0	3,033	0	3,033	837		96.0	13.8	C
7. Yucaipa Boulevard On-Ramp to Wabash Avenue Off-Ramp	Basic	3	0	3,871	0	3,871			105.2	12.5	C
8. Wabash Avenue Off-Ramp	1 Lane off	3	0	3,871	0	3,871		58	92.4	15.8	C
9. Wabash Avenue Off-Ramp to Ford Street Off-Ramp	Basic	3	0	3,813	0	3,813			105.2	12.3	C
10. Ford Street Off-Ramp	1 Lane off	3	0	3,813	0	3,813		252	91.7	15.8	C

Table E - Year 2011 Alternative 1 Freeway Volumes and Levels of Service

Segment	Type	AM PEAK HOUR								LOS	
		Mixed Flow Lanes	HOV Lanes	Total Mainline Volume	HOV Volume	Mixed Flow Volume	Entering Volume	Exiting Volume	Speed (km/hr)		Density (pc/km/ln)
I-10 Westbound											
1 . East of Live Oak Canyon Road On-Ramp	Basic	3	0	4,197	0	4,197			105.2	13.6	C
2 . Live Oak Canyon Road On-Ramp	1 Lane on	3	0	4,197	0	4,197	1,091		92.0	18.4	D
3 . Live Oak Canyon Road On-Ramp to Yucaipa Boulevard Off-Ramp	Basic	3	0	5,288	0	5,288			103.8	17.3	D
4 . Yucaipa Boulevard Off-Ramp	1 Lane off	3	0	5,288	0	5,288		97	92.3	19.8	D
5 . Yucaipa Boulevard Off-Ramp to Yucaipa Boulevard On-Ramp	Basic	3	0	5,192	0	5,192			104.2	16.9	D
6 . Yucaipa Boulevard On-Ramp	1 Lane on	3	0	5,192	0	5,192	1,522		80.0	23.3	F *
7 . Yucaipa Boulevard On-Ramp to Wabash Avenue Off-Ramp	Basic	3	0	6,714	0	6,714			86.0	26.6	E
8 . Wabash Avenue Off-Ramp	1 Lane off	3	0	6,714	0	6,714		305	91.5	23.4	E
9 . Wabash Avenue Off-Ramp to Ford Street Off-Ramp	Basic	3	0	6,409	0	6,409			92.1	23.7	E
10 . Ford Street Off-Ramp	1 Lane off	3	0	6,409	0	6,409		441	90.9	22.8	E

Segment	Type	PM PEAK HOUR								LOS	
		Mixed Flow Lanes	HOV Lanes	Total Mainline Volume	HOV Volume	Mixed Flow Volume	Entering Volume	Exiting Volume	Speed (km/hr)		Density (pc/km/ln)
I-10 Westbound											
1 . East of Live Oak Canyon Road On-Ramp	Basic	3	0	3,585	0	3,585			105.2	8.7	B
2 . Live Oak Canyon Road On-Ramp	1 Lane on	3	0	3,585	0	3,585	438		97.0	11.0	B
3 . Live Oak Canyon Road On-Ramp to Yucaipa Boulevard Off-Ramp	Basic	3	0	4,023	0	4,023			105.2	10.1	B
4 . Yucaipa Boulevard Off-Ramp	1 Lane off	3	0	4,023	0	4,023		89	92.3	13.5	C
5 . Yucaipa Boulevard Off-Ramp to Yucaipa Boulevard On-Ramp	Basic	3	0	3,934	0	3,934			105.2	9.8	B
6 . Yucaipa Boulevard On-Ramp	1 Lane on	3	0	3,934	0	3,934	1,061		96.0	13.8	C
7 . Yucaipa Boulevard On-Ramp to Wabash Avenue Off-Ramp	Basic	3	0	4,995	0	4,995			105.2	12.5	C
8 . Wabash Avenue Off-Ramp	1 Lane off	3	0	4,995	0	4,995		102	92.4	15.8	C
9 . Wabash Avenue Off-Ramp to Ford Street Off-Ramp	Basic	3	0	4,893	0	4,893			105.2	12.3	C
10 . Ford Street Off-Ramp	1 Lane off	3	0	4,893	0	4,893		256	91.7	15.8	C

* Exceeds LOS standard

Table F - Year 2011 Alternative 2 Freeway Volumes and Levels of Service

Segment	Type	AM PEAK HOUR								LOS	
		Mixed Flow Lanes	HOV Lanes	Total Mainline Volume	HOV Volume	Mixed Flow Volume	Entering Volume	Exiting Volume	Speed (km/hr)		Density (pc/km/ln)
I-10 Westbound											
1 . East of Live Oak Canyon Road On-Ramp	Basic	3	0	4,197	0	4,197			105.2	13.6	C
2 . Live Oak Canyon Road On-Ramp	Lane addition	3	0	4,197	0	4,197	1,091				#
3 . Live Oak Canyon Road On-Ramp to Yucaipa Boulevard Off-Ramp	Basic	4	0	5,288	0	5,288			107.6	12.5	C
4 . Yucaipa Boulevard Off-Ramp	1 Lane off	4	0	5,288	0	5,288		97	92.3	14.6	C
5 . Yucaipa Boulevard Off-Ramp to Yucaipa Boulevard On-Ramp	Basic	4	0	5,192	0	5,192			107.6	12.3	C
6 . Yucaipa Boulevard On-Ramp	2 Lane on	4	0	5,192	0	5,192	1,522		102.0	5.4	A
7 . Yucaipa Boulevard On-Ramp to Wabash Avenue Off-Ramp	Basic	4	0	6,714	0	6,714			106.8	16.0	D
8 . Wabash Avenue Off-Ramp	1 Lane off	4	0	6,714	0	6,714		305	91.5	18.6	D
9 . Wabash Avenue Off-Ramp to Ford Street Off-Ramp	Basic	4	0	6,409	0	6,409			107.3	15.2	C
10 . Ford Street Off-Ramp	1 Lane off	4	0	6,409	0	6,409		441	90.9	18.3	D

Segment	Type	PM PEAK HOUR								LOS	
		Mixed Flow Lanes	HOV Lanes	Total Mainline Volume	HOV Volume	Mixed Flow Volume	Entering Volume	Exiting Volume	Speed (km/hr)		Density (pc/km/ln)
I-10 Westbound											
1 . East of Live Oak Canyon Road On-Ramp	Basic	3	0	3,585	0	3,585			105.2	11.6	C #
2 . Live Oak Canyon Road On-Ramp	Lane addition	3	0	3,585	0	3,585	438				B
3 . Live Oak Canyon Road On-Ramp to Yucaipa Boulevard Off-Ramp	Basic	4	0	4,023	0	4,023			107.6	9.5	B
4 . Yucaipa Boulevard Off-Ramp	1 Lane off	4	0	4,023	0	4,023		89	92.3	11.6	B
5 . Yucaipa Boulevard Off-Ramp to Yucaipa Boulevard On-Ramp	Basic	4	0	3,934	0	3,934			107.6	9.3	B
6 . Yucaipa Boulevard On-Ramp	2 Lane on	4	0	3,934	0	3,934	1,061		103.0	2.0	A
7 . Yucaipa Boulevard On-Ramp to Wabash Avenue Off-Ramp	Basic	4	0	4,995	0	4,995			107.6	11.8	C
8 . Wabash Avenue Off-Ramp	1 Lane off	4	0	4,995	0	4,995		102	92.3	14.0	C
9 . Wabash Avenue Off-Ramp to Ford Street Off-Ramp	Basic	4	0	4,893	0	4,893			107.6	11.6	C
10 . Ford Street Off-Ramp	1 Lane off	4	0	4,893	0	4,893		256	91.7	14.2	C

HCM provides no measure of LOS for lane additions and lane drops

Table G - Year 2035 Alternative 1 Freeway Volumes and Levels of Service

Segment	Type	AM PEAK HOUR							LOS		
		Mixed Flow Lanes	HOV Lanes	Total Mainline Volume	HOV Volume	Mixed Flow Volume	Entering Volume	Exiting Volume		Speed (km/hr)	Density (pc/km/ln)
I-10 Westbound											
1 . East of Live Oak Canyon Road On-Ramp	Basic	3	0	6,835	0	6,835			83.1	28.0	E
2 . Live Oak Canyon Road On-Ramp	1 Lane on	3	0	6,835	0	6,835	1,258		59.9	26.8	F
3 . Live Oak Canyon Road On-Ramp to Yucaipa Boulevard Off-Ramp	Basic	3	0	8,093	0	8,093			†	†	F
4 . Yucaipa Boulevard Off-Ramp	1 Lane off	3	0	8,093	0	8,093		108	92.2	26.1	F
5 . Yucaipa Boulevard Off-Ramp to Yucaipa Boulevard On-Ramp	Basic	3	0	7,985	0	7,985			†	†	F
6 . Yucaipa Boulevard On-Ramp	1 Lane on	3	0	7,985	0	7,985	2,705		†	36.9	F
7 . Yucaipa Boulevard On-Ramp to Wabash Avenue Off-Ramp	Basic	3	0	10,690	0	10,690			†	†	F
8 . Wabash Avenue Off-Ramp	1 Lane off	3	0	10,690	0	10,690		495	90.7	30.1	F
9 . Wabash Avenue Off-Ramp to Ford Street Off-Ramp	Basic	3	0	10,195	0	10,195			†	†	F
10 . Ford Street Off-Ramp	1 Lane off	3	0	10,195	0	10,195		476	90.8	29.5	F

100

Segment	Type	PM PEAK HOUR							LOS		
		Mixed Flow Lanes	HOV Lanes	Total Mainline Volume	HOV Volume	Mixed Flow Volume	Entering Volume	Exiting Volume		Speed (km/hr)	Density (pc/km/ln)
I-10 Westbound											
1 . East of Live Oak Canyon Road On-Ramp	Basic	3	0	6,239	0	6,239			94.9	22.4	E
2 . Live Oak Canyon Road On-Ramp	1 Lane on	3	0	6,239	0	6,239	403		86.9	21.1	D
3 . Live Oak Canyon Road On-Ramp to Yucaipa Boulevard Off-Ramp	Basic	3	0	6,642	0	6,642			87.6	25.8	E
4 . Yucaipa Boulevard Off-Ramp	1 Lane off	3	0	6,642	0	6,642		83	92.3	23.1	E
5 . Yucaipa Boulevard Off-Ramp to Yucaipa Boulevard On-Ramp	Basic	3	0	6,559	0	6,559			89.2	25.0	E
6 . Yucaipa Boulevard On-Ramp	1 Lane on	3	0	6,559	0	6,559	1,829		40.3	28.7	F
7 . Yucaipa Boulevard On-Ramp to Wabash Avenue Off-Ramp	Basic	3	0	8,388	0	8,388			†	†	F
8 . Wabash Avenue Off-Ramp	1 Lane off	3	0	8,388	0	8,388		253	91.7	26.7	F
9 . Wabash Avenue Off-Ramp to Ford Street Off-Ramp	Basic	3	0	8,134	0	8,134			†	†	F
10 . Ford Street Off-Ramp	1 Lane off	3	0	8,134	0	8,134		271	91.6	26.3	F

* Exceeds LOS standard

† Speed and density not defined for over-capacity segment

Table H - Year 2035 Alternative 2 Freeway Volumes and Levels of Service

Segment	Type	AM PEAK HOUR								LOS	
		Mixed Flow Lanes	HOV Lanes	Total Mainline Volume	HOV Volume	Mixed Flow Volume	Entering Volume	Exiting Volume	Speed (km/hr)		Density (pc/km/ln)
I-10 Westbound											
1 . East of Live Oak Canyon Road On-Ramp	Basic	3	0	6,835	0	6,835			83.1	28.0	E
2 . Live Oak Canyon Road On-Ramp	Lane addition	3	0	6,835	0	6,835	1,258				#
3 . Live Oak Canyon Road On-Ramp to Yucaipa Boulevard Off-Ramp	Basic	4	0	8,093	0	8,093			98.8	20.9	D
4 . Yucaipa Boulevard Off-Ramp	1 Lane off	4	0	8,093	0	8,093		108	92.2	21.3	D
5 . Yucaipa Boulevard Off-Ramp to Yucaipa Boulevard On-Ramp	Basic	4	0	7,985	0	7,985			99.8	20.4	D
6 . Yucaipa Boulevard On-Ramp	2 Lane on	4	0	7,985	0	7,985	2,705		90.0	13.7	F
7 . Yucaipa Boulevard On-Ramp to Wabash Avenue Off-Ramp	Basic	4	0	10,690	0	10,690			†	†	F
8 . Wabash Avenue Off-Ramp	1 Lane off	4	0	10,690	0	10,690		495	90.7	28.6	F
9 . Wabash Avenue Off-Ramp to Ford Street Off-Ramp	Basic	4	0	10,195	0	10,195			†	†	F
10 . Ford Street Off-Ramp	1 Lane off	4	0	10,195	0	10,195		476	90.8	27.4	F

Segment	Type	PM PEAK HOUR							Speed (km/hr)	Density (pc/km/ln)	LOS
		Mixed Flow Lanes	HOV Lanes	Total Mainline Volume	HOV Volume	Mixed Flow Volume	Entering Volume	Exiting Volume			
I-10 Westbound											
1 . East of Live Oak Canyon Road On-Ramp	Basic	3	0	6,239	0	6,239			94.9	21.9	E
2 . Live Oak Canyon Road On-Ramp	Lane addition	3	0	6,239	0	6,239	403				#
3 . Live Oak Canyon Road On-Ramp to Yucaipa Boulevard Off-Ramp	Basic	4	0	6,642	0	6,642			107.0	15.8	C
4 . Yucaipa Boulevard Off-Ramp	1 Lane off	4	0	6,642	0	6,642		83	92.3	17.8	D
5 . Yucaipa Boulevard Off-Ramp to Yucaipa Boulevard On-Ramp	Basic	4	0	6,559	0	6,559			107.1	15.6	C
6 . Yucaipa Boulevard On-Ramp	2 Lane on	4	0	6,559	0	6,559	1,829		100.0	8.3	B
7 . Yucaipa Boulevard On-Ramp to Wabash Avenue Off-Ramp	Basic	4	0	8,388	0	8,388			95.5	22.4	E
8 . Wabash Avenue Off-Ramp	1 Lane off	4	0	8,388	0	8,388		253	91.7	22.4	E
9 . Wabash Avenue Off-Ramp to Ford Street Off-Ramp	Basic	4	0	8,134	0	8,134			98.4	21.1	D
10 . Ford Street Off-Ramp	1 Lane off	4	0	8,134	0	8,134		271	91.6	21.9	D

* Exceeds LOS standard

† Speed and density not defined for over-capacity segment

HCM provides no measure of LOS for lane additions and lane drops

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
3337 MICHELSON DRIVE SUITE 380
IRVINE, CA 92612-8894
PHONE (949) 724-2738



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Be energy efficient!*

June 19, 2006

Southern California Association of Governments
818 W. Seventh Street, 12th Floor (Main Office)
Los Angeles, CA 90017

Attention: Mr. Jonathan Nadler, Program Manager II

**Subject: State Route 90 (Imperial Highway), Grade Separation Project,
Caltrans Project Number E.A. 56211
Particulate Matter Conformity**

Dear Jonathan:

The Esperanza/Orangethorpe/SR-90 intersection is currently operating at Level of Service (LOS) F during the peak hours even without the effects of train crossing. If a train crossing occurs during the peak hour traffic on SR-90, Orangethorpe Avenue and Esperanza Road experience 5 to 10 minute delays and related queues. Daily traffic volumes on SR-90 are expected to grow from 46,000 vehicles in 1996 to a projected volume of 80,000 vehicles in 2020 at the BNSF Railroad crossings. Rail traffic is also expected to increase from 68 crossing in 2001 to as many as 128 crossings in the year 2010.

This project is a top priority for Caltrans. Project was voted by CTC on June 7, 2006, therefore, project must be awarded by December 1, 2006, or chance loosing the \$60 Mil. Due to time line required to finalize and reproduce the bid documents, advertise and award the project, we are running out of time to meet this important deadline. Caltrans can not advertise the project without FHWA approval also known as E76 or would loose Federal fund participation. In order to get E76 Caltrans must have approval for PM Hot Spot Conformity.

Should you have any questions, please feel free to contact Mr. Arman Behtash of my staff at (949) 724-2029.

Sincerely,

Reza Aurasteh, Ph.D., PE, Chief
Environmental Engineering Branch

C: Arman Behtash, Environmental Engineering

"Caltrans improves mobility across California"

PM10/2.5 Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description (from TIP, RTP, and/or project documents)					MPO ID#: 20620				
Construct direct connectors from NB I-215 to WB SR210 and from EB SR210 to SB I-215; a replacement bridge for 27th Street OC on I-215; a mixed flow lane on NB I-215 from 210/215 I/C to University Pkwy; an auxiliary lane on SB I-215 from University Pkwy to 210/215 I/C; a collector-distributor road along NB I-215 from Highland Avenue to 27th Street; replace loop off-ramp from NB I-215 to Highland Avenue with a slip off-ramp; reconfigure local streets east of I-215 off of 27th Street; and other miscellaneous associated improvements.									
County: San Bernardino		Narrative Location/Route & Postmiles SR210 PM 21.8 to PM 22.1; I-215 PM 9.0 to PM 11.6							
		Caltrans Projects – EA#: 444071/ 444081							
Lead Agency: SANBAG									
Contact Person Abunnasr Husain			Phone# (909) 88-8611 x 141		Fax# (909) 388-2002		Email ahusain@sanbag.ca.gov		
Pollutants for which decision is needed		PM10		X		PM2.5		CO	
								Other	
Decision Proposed:		POAQC		X		Not POAQC		Accept Hot Spot Study	
Federal Action Needed (describe in Comments below)									
CE		EA or Draft EIS		FONSI or Final EIS		X		PS&E or Construction	
								X	
								Other	
Scheduled Date of Federal Action:									
Current Programming Dates (as appropriate)									
		PE/Environmental		ENG		ROW		CON	
Start		08/01/05		01/01/06		06/14/06		01/08/08	
End		11/30/06		06/04/07		08/06/07		01/04/10	
Project Purpose and Need (Summary):									
This is the last contract of the final segment (Segment 11) of the SR 210 corridor to be constructed. Construction of this last segment is needed to complete the corridor and provide adequate connectivity between SR 210 and I-215.									
Surrounding Land Use/Traffic Generators									
Land Uses closest to the project include residential, open space, undeveloped, and some commercial areas. All traffic patterns are already in existence. The main contributors are I-215 and SR 30 (new SR 210). Other local street interchanges are located at Highland Avenue, 27 th Street, and University Parkway.									
State Highway/mainline AADT, % trucks, truck AADT (opening year)									
Mainline 5345, Trucks 267									
State Highway/mainline AADT, % trucks, truck AADT (RTP horizon year)									
Mainline 5918, truck 296									
If interchange(s) or intersection(s) involved, for worst-LOS interchange or intersection:									
Cross-street AADT, % trucks, truck AADT (opening year)									
Cross-street AADT, % trucks, truck AADT (RTP horizon year)									
Comments/Explanation/Details									
An Environmental Re-evaluation is ongoing at this time and is anticipated to be completed by October 2006. PS&E is scheduled for completion by January 2007. Federal approval is required for both activities. A two month review and approval period is anticipated for the required Federal actions.									

REFERENCE:

Criteria for projects of air quality concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM10/2.5 Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description (from TIP, RTP, and/or project documents) MPO ID#: 5620 Yr-2002-2003 The California Department of Transportation (Caltrans) proposes to widen and grade separate State Route 90 (also called Imperial Highway) at its existing intersection with Burlington Northern Santa Fe (BNSF) Railway (formerly the Atcheson, Topeka & Santa Fe or AT&SF Railway) and Orangethorpe Ave./Esperanza Rd. in the Cities of Anaheim and Yorba Linda within the County of Orange to reduce traffic congestion and accidents at this intersection. The proposed improvements will improve traffic flow at the intersection and make it safer for the motoring public.								
Type of project (see list below) <i>New state highway; Change to existing state highway</i>								
County: Orange	Narrative Location/Route & Postmiles 12-Ora-90-KP 18.99/20.28 Caltrans Projects – EA#: 12-056211							
Lead Agency: OCTA								
Contact Person Pija Ansari	Phone# 949-440-4497	Fax# 949-440-4465	Email Pija.Ansari@dot.ca.gov					
<i>Check appropriate box below</i>								
PM2.5		MAY BE POAQC	X	NOT POAQC				
PM10		MAYBE POAQC	X	NOT POAQC				
CO		MAYBE POAQC	X	NOT POAQC				
Federal Action Needed (Check appropriate box and describe in Comments below)								
CE		EA or Draft EIS		FONSI or Final EIS	X	PS&E or Construction		Other
Scheduled Date of Federal Action:								
Current Programming Dates (as appropriate)								
	PE/Environmental	ENG	ROW	CON				
Start	January 2000	May 2003	May 2003	November 2006				
End	May 20, 2003	May 1, 2006	March 1, 2006	April 2010				
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> The Esperanza/Orangethorpe/SR-90 intersection is currently operating at Level of Service (LOS) F during the peak hours even without the effects of train crossing. If a train crossing occurs during the peak hour traffic on SR-90, Orangethorpe Avenue and Esperanza Road experience 5 to 10 minute delays and related queues. Daily traffic volumes on SR-90 are expected to grow from 46,000 vehicles in 1996 to a projected volume of 80,000 vehicles in 2020 at the BNSF Railroad crossings. Rail traffic is also expected to increase from 68 crossing in 2001 to as many as 128 crossings in the year 2010. This Grade Separation Project would increase the traffic safety of the existing Orangethorpe Avenue/Esperanza Road and BNSF Railroad crossings by eliminating these at grade crossings and with additional widened lanes would improve the LOS and consequently will improve the air quality.								
Surrounding Land Use/Traffic Generators Light industrial/Residential								

LOS C, AADT 56,000, 6.7% trucks, truck AADT of proposed facility 3,752 (opening year)
LOS D, AADT 80,000, 6.7% trucks, truck AADT of proposed facility 5,360 (RTP horizon year)
If facility is interchange(s) or intersection(s), cross-street AADT 33,000, % trucks, truck AADT (opening year) Truck Information is not available
If facility is interchange(s) or intersection(s), cross-street AADT 38,000, % trucks, truck AADT (RTP horizon year) Truck Information is not available
<p>Describe potential traffic redistribution effects of congestion relief.</p> <p>Daily traffic volumes on SR-90 are expected to grow from 46,000 vehicles in 1996 to a projected volume of 80,000 vehicles in 2020 at the BNSF Railroad crossings.</p> <p>Rail traffic is also expected to increase from 68 crossings in 2001 to as many as 128 crossings in the year 2010.</p> <p>This Grade Separation Project would increase the traffic safety of the existing Orangethorpe Avenue/Esperanza Road and BNSF Railroad crossings by eliminating these at grade crossings and with additional widened lanes would improve the LOS.</p>
<p>Comments/Explanation/Details <i>Attach additional sheets as necessary</i></p> <p>This project is <u>Ranked High Priority</u>, as it needs to be advertised by July 17, 2006, and it is in danger of losing funding.</p>

TYPE OF PROJECT:

New state highway; Change to existing state highway
New regionally significant street; Change to existing regionally significant street
New interchange; Change to existing interchange
Intersection channelization
Intersection signalization
Bus, rail, or inter-modal facility terminal/transfer point

REFERENCE:

Criteria for projects of air quality concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description from TIP, RTP, and/or project documents Fifth Street from Boulder Avenue to SR 30 Widen from 2 lanes to 4 lanes		MPO ID#: SBD55033	
Type of project see list below Change to existing regionally significant street			
County: San Bernardino	Narrative Location/Route & Postmiles: 5 th St. from Boulder Avenue to SR 30 Caltrans Projects – EA#:		
Lead Agency: City of Highland			
Contact Person Dennis Barton	Phone# (909) 864-8732 ext. 251	Fax# 909-862-3180	Email dennis.barton@eee.org
Decision Desired Check appropriate box below			
PM2.5	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/>
PM10	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/>
Federal Action for which PM Analysis is Needed Check appropriate box and describe in Comments below			
<input checked="" type="checkbox"/>	CE	<input type="checkbox"/>	EA or Draft EIS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	FONSI or Final EIS
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	PS&E or Construction
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other
Scheduled Date of Federal Action: Funds must be obligated by July 31, 2006			
Current Programming Dates as appropriate			
	PE/Environmental	ENG	ROW
Start			CON
End	Complete	Complete	Complete
Project Purpose and Need (Summary): Attach additional sheets as necessary The proposed improvements are needed to accommodate the considerable residential growth that continues in the eastern portion of the City. Completion of the proposed project will ensure a uniform lane configuration along Fifth Street from the bridge over City Creek to beyond Boulder Avenue. (from Project Air Quality Analysis) The project will reduce existing traffic congestion on 5 th Street, which queue from SR 30 to Boulder Avenue during the AM peak. See Comments/Explanation/Details for additional justification			
Surrounding Land Use/Traffic Generators Adjacent land is primarily vacant at this time. Current land use designation is Planned Development, which is anticipated to be commercial and office professional to serve the surrounding residential land uses. The land use designation is not of the type that encourages increases in truck traffic.			

LOS, AADT, % trucks, truck AADT of proposed facility (opening year) Existing LOS is F. Existing (2005) AADT is 19,135 Existing trucks (gasoline and diesel) 8.66%. Truck AADT 1657 (unknown how many are diesel)
LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year) LOS: D Future truck volumes not determined, however, a noticeable increase in truck volumes is not anticipated. Future (2025) AADT 30,740
If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (opening year):
If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (RTP horizon year):
Describe potential traffic redistribution effects of congestion relief Project will provide congestion relief. AM peak traffic queues as much a 4000', from SR 30 to Boulder Avenue.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate
The project is located on 5th Street from SR 30 to Boulder Avenue, approximately 4000'. Currently the street provides one lane in each direction, plus one left turn lane onto eastbound SR 30. The volume of morning peak hour traffic results in vehicle stacking as far east as Boulder Avenue. The project will provide relief to motorists and reduce delay by providing an additional through lane in each direction (total of 4 lanes) and provide an additional westbound left turn lane on the eastbound SR 30 (total of 2 turn lanes). Though a quantitative analysis has not been done, clearly the result of the improvements will be reduced delay, which in turn should reduce emissions from idling vehicles, including trucks.

We understand the purpose of the PM 2.5 rule is to analyze the effects of diesel powered vehicles resulting from project improvements. The current truck ADT, 2 axles and above, is approximately 1,657. Although we do not know how many trucks are diesel versus gasoline, we would contend the project does not induce additional volumes of diesel powered vehicles and the volume of those vehicles will not increase as a result of the project. The project is intended to accommodate the existing peak hour traffic, which to reiterate currently stack as much as 4000' easterly from the SR 30 ramps. The project will actually reduce vehicle idling and stop and go movements and as a result reduce emission of PM 2.5.

The project has already received environmental approval, both NEPA and CEQA. A Categorical Exclusion (CE) has been approved by FHWA. The environmental process included an air quality study, including PM 10 analysis, though prior to the new PM 2.5 requirement. The City has obtained an encroachment permit from Caltrans for the additional westbound left turn lane and other street and traffic improvements within Caltrans right-of-way. Further, the City has requested authorization to advertise and construct the project and is currently awaiting final approval from District 8 Local Assistance staff to obtain Federal funding obligation.

The City must obtain funding obligation from Caltrans for this project by July 2006 or it will lose \$870,600 in Federal transportation funding. Representing about 46% of the construction cost of the project, this Federal grant is absolutely critical to bring the project to fruition. Any delay places these much-needed improvements in serious jeopardy.

Considering the fact that the PM 2.5 rule is very new, the project does not materially increase diesel truck volumes, relieves congestion thereby reduces emissions, has obtained environmental clearance (NEPA Categorical Exclusion) in which air quality was considered, the City is ready for construction and, most importantly and critical, the very real potential loss of funding, the City requests the project be exempt from the PM 2.5 rule. Due to the time constraint for funding obligation, we would respectfully request a timely consideration of this request.

TYPE OF PROJECT:

New state highway; Change to existing state highway

New regionally significant street; Change to existing regionally significant street

New interchange; Reconfigure existing interchange

Intersection channelization

Intersection signalization

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*

- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i> RTIP ID#: SBDLS05_Amethyst It is proposed to widen Amethyst Road to provide one through lane with left and right turning pocket, a right turn lane on eastbound SR-18, and a traffic signal and safety lighting at the intersection of State Route (SR) 18 and Amethyst Street in the City of Victorville									
Type of project <i>see list below</i> Widen intersection and install traffic signal									
County: San Bernardino		Narrative Location/Route & Postmiles: PM 98.8 Caltrans Projects – EA#: 482400							
Lead Agency:									
Contact Person Tony Louka			Phone# (909)		Fax# (909)		Email Tony_louka@dot.ca.gov		
Decision Desired <i>Check appropriate box below</i>									
PM2.5				MAYBE Project of Air Quality Concern		X		NOT Project of Air Quality Concern	
PM10				MAYBE Project of Air Quality Concern				NOT Project of Air Quality Concern	
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>									
X	Categorical Exclusion (NEPA)		EA or Draft EIS		FONSI or Final EIS		PS&E or Construction		Other
Scheduled Date of Federal Action:									
Current Programming Dates <i>as appropriate</i>									
		PE/Environmental		ENG		ROW		CON	
Start		1/99		4/2000				1/2001	
End									
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> Existing traffic control at the intersection of State Route (SR) 18 and Amethyst Road is handled by Stop signs on the local street. There have been numerous accidents at the intersection with majority of those being 'broadside' accidents. Broadside and side swipe collisions account for the highest accident at this location. Broadside accident is considered correctable with signalization. The purpose of the project is to reduce the severity and number of accidents by installing the traffic at this location.									
Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) SR-18 begins at Interstate route 10 near the City of San Bernardino, crosses the San Bernardino Mountains and high Desert to its terminus at Route 138, near Llano in Los Angeles county. SR-18 is a two to four lane conventional highway, east and west oriented highway and expressway. The route traverses the cities of San Bernardino; Big bear Lake, Victorville and the communities of Lucerne and Apple Valley. In the vicinity of project the SR-18 is a four lane conventional highway in an east-west direction with left-turn pockets serving local and recreational traffic traveling through the region. Amethyst road is a two lane north south road, function as secondary street that serves local businesses, residents and school districts in the area.									

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year) Existing (1998) LOS is D; ADT Existing= 23,100, Truck Not available
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year) NO Build Horizon year (2020) LOS is E; ADT Horizon year (2020) =39,400, Trucks% not avail. ADT Horizon year (2025) =41,400, Trucks% not avail; Horizon year (2025) LOS is D
If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year) If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):
Describe potential traffic redistribution effects of congestion relief The proposed project is intersection signalization project that aims not to increase capacity rather it will increase traffic operational efficiency and reduce delays and number of traffic accidents experienced at the intersection by installing traffic signal lights
Comments/Explanation/Details Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25), this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(i) and (ii): <ul style="list-style-type: none"> Intersection channelization project, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not increase in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

TYPE OF PROJECT:

<i>New state highway</i>	<i>Change to existing state highway</i>
<i>New regionally significant street</i>	<i>Change to existing regionally significant street</i>
<i>New interchange</i>	<i>Reconfigure existing interchange</i>
<i>Intersection channelization</i>	<i>Intersection signalization</i>
<i>Roadway realignment</i>	
<i>Bus, rail, or inter-modal facility/terminal/transfer point</i>	
<i>Truck weight/inspection station</i>	
<i>At or affects location identified in the SIP as a site of actual or possible violation of NAAQS</i>	

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*

- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description *from TIP, RTP, and/or project documents*
RTIP ID#: SBDLS05 Minor Lump Sum
 Install temporary traffic signals to provide button activated pedestrian crossing of Euclid avenue at the south side of Princeton street and to provide a simultaneous phase for westbound Princeton street traffic to turn right (north) onto Euclid; install loops detectors in Princeton street and install barrier rails to prevent pedestrian crossing of Euclid avenue on the north side of Princeton street

Type of project *see list below*

Intersection signalization

County: SBd
Narrative Location/Route & Postmiles: Route 83 / PM10.59
Caltrans Projects – EA#: 0H840G

Lead Agency: Caltrans

Contact Person Tony Louka
Phone# (909) 383-6385
Fax# (909) 383-6494
Email tony_louka@dot.ca.gov

Decision Desired *Check appropriate box below*

PM2.5		MAYBE Project of Air Quality Concern	X	NOT Project of Air Quality Concern
PM10		MAYBE Project of Air Quality Concern	X	NOT Project of Air Quality Concern

Federal Action for which PM Analysis is Needed *Check appropriate box and describe in Comments below*

X	Categorical Exclusion (NEPA)		EA or Draft EIS		FONSI or Final EIS		PS&E or Construction		Other
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Scheduled Date of Federal Action:

Current Programming Dates <i>as appropriate</i>			
PE/Environmental	ENG	ROW	CON
Start	5/2006	11/2006	4/2007
End			

Project Purpose and Need (Summary): *Attach additional sheets as necessary*

Current traffic control device is a stop sign on Princeton street and an unprotected Pedestrian crosswalk on Euclid avenues on the north side of Princeton Street. Euclid Avenue is the main arterial which carry heavy traffic in north side direction with median break at the T-intersection with Princeton Street. Heavy and fast traffic on Euclid avenue has resulted in accidents to motorist who negligently tries to make left turn from Euclid Avenue or from Princeton Street to Euclid Avenue. Concern on the safety to pedestrian traffic has been raised who try to cross-busy Euclid Avenue. The improvement will install a traffic light and pedestrian crossing on the south side of Princeton street at the T-intersection of Euclid Avenue and Princeton Street The Median break will be closed with delineator to prevent left turn movement form Euclid to Princeton Street and also from Princeton street to Euclid Avenue. Signal controlled Pedestrian crosswalk will be installed on south side and north side Pedestrian. Crossing will be removed. Barrier rails to be installed along Euclid Ave on north side of Princeton Street

<p>Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)</p> <p>This section of Route 83(Euclid Avenue) is an north south divided highway with two lanes in each direction and serves businesses a, residences and school districts of City of Ontario and connects important interstate freeway I-10 and State route 210. The route 83 begins at state route 71 in the south in the city of Chino and traverses north easterly through heavily urbanized area of the city of Ontario, Upland and terminates at State Route 210 in the north.</p>
<p>Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)</p> <p>Caltrans District 8 Traffic Forecasting office provided current and projected traffic data for this intersection: ADT (2006) is 33,300 Vehicles/day, Truck % not available; LOS C</p>
<p>Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)</p> <p>ADT (2021) is 39,900 Vehicle; ADT for 2030 is 44,500, truck % not available; LOC C</p>
<p>If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)</p> <p>ADT on Princeton Street 2006 is not available</p> <p>If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):</p> <p>ADT on Princeton Street 2006 is not available</p>
<p>Describe potential traffic redistribution effects of congestion relief</p> <p>The improvement will allow more efficient flow of traffic through the T intersection with installation of traffic signal and elimination of the left turn movements by block off median gap at the intersection. This will reduce accident and enhance the safety of the pedestrian with installation of pedestrian signal lights at the crosswalk on Euclid Avenue (SR-83)</p>
<p>Comments/Explanation/Details</p> <p><i>Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate</i></p> <p>Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25)</p> <p>Examples of projects that are not an air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):</p> <ul style="list-style-type: none"> Intersection channelization projects, traffic circles or roundabouts, <u>intersection signalization projects at individual intersections</u>, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

TYPE OF PROJECT:

<i>New state highway</i>	<i>Change to existing state highway</i>
<i>New regionally significant street</i>	<i>Change to existing regionally significant street</i>
<i>New interchange</i>	<i>Reconfigure existing interchange</i>
<i>Intersection channelization</i>	<i>Intersection signalization</i>
<i>Roadway realignment</i>	
<i>Bus, rail, or inter-modal facility/terminal/transfer point</i>	
<i>Truck weight/inspection station</i>	
<i>At or affects location identified in the SIP as a site of actual or possible violation of NAAQS</i>	

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i> RTIP ID# SBDLS05 Minor Lump Sum Caltrans and City of Redlands are proposing to remove two traffic signal poles from the northwest corner and south west corner of the Pearl Ave./ Eureka Street intersection and install new traffic poles, Install loop detectors on all approaches to the Pearl Ave./ Eureka St. intersection; and install wireless interconnect (inside traffic controller cabinets) at orange street intersection with Colton Avenue, Brockton Avenue, Lugonia Avenue				
Type of project <i>see list below</i> Install traffic signal, and loop detectors				
County: San Bernardino	Narrative Location/Route & Postmiles: PM30.1/30.9,Kp 48.4/49.7 Caltrans Projects – EA#: 0C5900			
Lead Agency:				
Contact Person Tony Louka	Phone# (909)	Fax# (909)383	Email Tony_louka@dot.ca.gov	
Decision Desired <i>Check appropriate box below</i>				
PM2.5		MAYBE Project of Air Quality Concern	X	NOT Project of Air Quality Concern
PM10		MAYBE Project of Air Quality Concern		NOT Project of Air Quality Concern
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>				
X	Categorical Exclusion (NEPA)		EA or Draft EIS	
			FONSI or Final EIS	
			PS&E or Construction	
				Other
Scheduled Date of Federal Action:				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start				
End	10/2006	03/2007		05/2008
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> Predicted future traffic volumes at the interchange are expected to result in deficient operation conditions, increased congestion, and additional vehicle delay at the intersection. It is anticipated that the traffic will continue to increase at the eureka/ Pearl Avenue intersection as new growth and development occurs in the city and the region, with interstate 10 eastbound off-ramp and Eureka Street/ Pearl Avenue is predicted to operate at level of service(LOS) F during AM and PM hours in 2030. Consequently , the object of the proposed project is to reduce congestion and improve efficiency along the interstate 10(I-10) eastbound off-ramp, Eureka/ Pearl Avenue intersection and surrounding area.				

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

Pearl Avenue is an approximately 560-meter east west oriented four-lane local roadway situated between Eureka street to the west and the 6th Street to the east. Eureka street is a four-lane local Street that extends approximately 160 meters north from Eureka Street, terminating at Colton Avenue; and several hundred meters south of Eureka Street. The Eastbound I-10 Off-ramp, which forms the west leg of the pearl Avenue/ Eureka Street intersection, extends approximately 400 meters west from the said intersection to its connection point on the I-10 mainline. The proposed project site is located with the busy commercial district of City of Redlands. The interstate 10 traverses in east west direction through densely populated urban area of surrounding cities in San Bernardino County, serving local businesses, residents and school districts in the area,

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)

Existing(2006) LOS is D ; ADT Existing= , Truck Not available

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)

NO Build

Horizon year (2030) LOS is E; ADT Horizon year(2030) = Trucks% not avail.

If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)**If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):****Describe potential traffic redistribution effects of congestion relief**

The proposed project is intersection signalization project that aims not to increase capacity rather it will increase traffic operational efficiency and reduce delays and number of traffic accidents experienced at the intersection by installing traffic signal lights

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25), this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

- Intersection channelization project, traffic circles or roundabouts, **intersection signalization projects at individual intersections**, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not increase in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

TYPE OF PROJECT:

New state highway

Change to existing state highway

New regionally significant street

Change to existing regionally significant street

New interchange

Reconfigure existing interchange

Intersection channelization

Intersection signalization

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description from TIP, RTP, and/or project documents

RTIP ID#: SBDLS05 Minor Lump Sum

Widen the eastbound off-ramp at Route 60 and Mountain Avenue interchange.

Type of project see list below

Interchange reconfiguration

County:
SBd

Narrative Location/Route & Postmiles: Route 60/ R3.4 (PM 5.471)

Caltrans Projects – EA#: 0C0800

Lead Agency: Caltrans

Contact Person

Tony Louka

Phone#

(909) 383-6385

Fax#

(909) 383-6494

Email

tony_louka@dot.ca.gov

Decision Desired Check appropriate box below

PM2.5		MAYBE Project of Air Quality Concern	X	NOT Project of Air Quality Concern
PM10		MAYBE Project of Air Quality Concern		NOT Project of Air Quality Concern

Federal Action for which PM Analysis is Needed Check appropriate box and describe in Comments below

<input type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>	Other
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Scheduled Date of Federal Action:

Current Programming Dates as appropriate

	PE/Environmental	ENG	ROW	CON
Start				
End				

Project Purpose and Need (Summary): Attach additional sheets as necessary

The improvement will widen the existing exit ramp from two lanes to three lanes to provide one additional left turn lane. This will improve the ramp level of service from level "F" to level "E".

The existing eastbound exit ramp at Mountain Avenue and Route 60 interchange is presently operating over its capacity. Long queues of traffic were observed during peak hours.

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

Route 60 is an east-west divided highway with three lanes and a H.O.V. lane in each direction. The route begins at the intersection of Interstate 10 to the East, in the Beaumont area in Riverside County and ends at the intersection of Interstate 5 in the West in the Los Angeles area.

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)

2006 ADT is 12,310

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)

2030 ADT is 16,715

If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)

If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):

Describe potential traffic redistribution effects of congestion relief

Improve the ramp level of service.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas (page 25)

Examples of projects that are not an air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

- Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and **interchange reconfiguration projects** that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM_{2.5} or PM₁₀ emissions.

TYPE OF PROJECT:

New state highway

Change to existing state highway

New regionally significant street

Change to existing regionally significant street

New interchange

Reconfigure existing interchange

Intersection channelization

Intersection signalization

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i>		RTIP ID#:	
Install traffic signals, safety lighting, and left turn pockets at the intersection of State Route 83 (Euclid Avenue) and 13 th Street to increase operational efficiency and enhance safety. The intersection is located in the City of Upland, County of San Bernardino.			
Type of project <i>see list below</i> Intersection signalization project at individual intersection Intersection channelization project			
County: SBd	Narrative Location/Route & Postmiles: SR 83/ 20.496 (PM 12.736) Caltrans Projects – EA#: 42250		
Lead Agency: Caltrans			
Contact Person Tony Louka	Phone# (909) 383-6385	Fax# (909) 383-6494	Email Tony_louka@dot.ca.gov
Decision Desired <i>Check appropriate box below</i>			
PM2.5	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/> NOT Project of Air Quality Concern
PM10	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input type="checkbox"/> NOT Project of Air Quality Concern
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>			
<input type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction
Scheduled Date of Federal Action:			
Current Programming Dates <i>as appropriate</i>			
Start	PE/Environmental	ENG	ROW
End	CON		
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> Because of rapid growth in this area, traffic congestion has created difficulties for vehicles crossing the intersection. Inadequate gaps in traffic and a wide median separating the northbound and southbound lanes on State Route 83 cause long delays for traffic trying to enter or cross it from 13 th Street. Vehicles on SR 83 turning left on to 13 th Street must stop or yield in the intersection to oncoming traffic before completing the turning movement across SR 83. A maximum of three passenger cars can be stored in the median. There is only one wide lane in each direction at the median crossing. When there is a high number of left turn volume, left turn vehicles will tend to stack in two rows in each direction at the median. With the high traffic volume on SR 83, and not enough median storage nor left turn pocket, there are a high number of accidents at this location.			

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

State Route 83 is a four-lane divided north-south highway through the City of Upland and Ontario. 13th Street is a two-lane east-west urban arterial street that is perpendicular to SR 83 and parallel to Foothill Boulevard (Route 66) in the City of Upland. The existing facility is a two-way stop intersection with no left turn lanes or turn pockets on SR 83 or on 13th Street. In the vicinity of this intersection, on SR 83, the median has a width of 19.9m. The roadbed on the SR 83 northbound consists of two 4.3m travel lanes, 1.5m bike lane, and 2.3m parking lane. On the SR 83 southbound, the roadbed consists of two travel lanes with the width of 4.3m and 3.4m, 1.5m bike lane, and 2.0 parking lane.

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)**Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)****If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (2005 and year open to traffic)**

2005 ADT volume 23,700 for SR 83 and 3,740 for 13th Street
Year open to traffic (2006) ADT is 24,000 for SR 83 and 3,780 for 13th Street

If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):

2030 ADT is 32,200 for SR 83 and 4,800 for 13th Street

Describe potential traffic redistribution effects of congestion relief

This Signalization/ Channelization project will not increase capacity. The project's main goals are to increase the operational efficiency and enhance safety by installing traffic signals (with exclusive left turn phases) and left turn pockets on State Route 83.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25)

Examples of projects that are not an air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

- Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

TYPE OF PROJECT:

New state highway

Change to existing state highway

New regionally significant street

Change to existing regionally significant street

New interchange

Reconfigure existing interchange

Intersection channelization

Intersection signalization

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i> RTIP ID#: SBDLS05 Minor Lump Sum Install traffic signals, and highway lighting at the intersection of State Route 83 (Euclid Avenue) and "E" Street. The intersection is located in the City of Ontario, County of San Bernardino.							
Type of project <i>see list below</i> Intersection Signalization							
County: SBd		Narrative Location/Route & Postmiles: Route 83/ 15.77 (PM 9.80) Caltrans Projects – EA#: 42090					
Lead Agency: Caltrans							
Contact Person Tony Louka		Phone# (909) 383-6385		Fax# (909)383-6494		Email tony_louka@dot.ca.gov	
Decision Desired <i>Check appropriate box below</i>							
PM2.5		<input type="checkbox"/>		MAYBE Project of Air Quality Concern		<input checked="" type="checkbox"/>	
PM10		<input type="checkbox"/>		MAYBE Project of Air Quality Concern		<input type="checkbox"/>	
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>							
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>	PS&E or Construction
Scheduled Date of Federal Action:							
Current Programming Dates <i>as appropriate</i>							
PE/Environmental		ENG		ROW		CON	
Start							
End							
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> There have been numerous accidents at this intersection with a majority of those being "Broadside" accidents. The purpose of this project is to reduce the severity and number of accidents by installing traffic signals.							
Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) State Route 83 is a north/south oriented six lanes conventional highway with a raised median. "E" Street is a two lane local street that begins at Vine Avenue then runs eastwards to Allyn Avenue. This intersection consists of stop signs an area of high traffic volume. The existing traffic control system consists of at "E" with additional stop signs at the wide median. No traffic control system is provided for the mainline. Numerous accidents have been recorded at this intersection most were caused by driver's failure to yield and/or violating right-of-way. Drivers entering SR 83 from "E" Street are making unsafe left turns, thus creating unsafe conditions for thru traffic.							
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility 2005 ADT volume for SR 83 is 29,300							
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year) The predicted year 2030 ADT for SR 83 is 37,500							

If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)

If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):

Describe potential traffic redistribution effects of congestion relief

This intersection signalization project will not increase capacity. The project's main goals are to increase the operational efficiency of California's transportation system and reduce the number of accidents experienced at the intersection by installing a traffic signal and highway lighting.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25), this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

- Intersection channelization projects, traffic circles or roundabouts, **intersection signalization projects at individual intersections**, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increase in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

TYPE OF PROJECT:

New state highway

Change to existing state highway

New regionally significant street

Change to existing regionally significant street

New interchange

Reconfigure existing interchange

Intersection channelization

Intersection signalization

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

PM10/2.5 Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description (from TIP, RTP, and/or project documents) Replace the existing deteriorating and functionally obsolete bridge. Improve traffic control and safety with added signals of the intersection of Routes 18 and 38 as well as the improved alignment and widths of the new roadways.									
MPO ID#: SBD Co SHOPP Roadway Preservation Lump Sum SHP03 in SCAG's RTIP/FTIP									
County: San Bernardino County		Narrative Location/Route & Postmiles Big Bear Lake Dam/ Bridge Replacement ; 08-SBd-18-PM44.2/44.7 Caltrans Projects – EA#: 227000							
Lead Agency: Caltrans									
Contact Person Tony Louka			Phone# 909-383-6385		Fax#		Email Tony_louka@dot.ca.gov		
Pollutants for which decision is needed		PM10		X	PM2.5			CO	Other
Decision Proposed:		POAQC		X	Not POAQC		Accept Hot Spot Study		
Federal Action Needed (describe in Comments below)									
CE		EA or Draft EIS	X	FONSI or Final EIS		PS&E or Construction		Other	
Scheduled Date of Federal Action:									
Current Programming Dates (as appropriate)									
	PE/Environmental	ENG		ROW		CON			
Start	7/98								
End	7/07	2/08							
Project Purpose and Need (Summary): The purpose of the proposed project is to enable the Big Bear Municipal Water District (BBMWD) to improve the seismic strength of the dam and increase the capacity of the spillway to meet the anticipated flood conditions. The proposed project will improve channelization at State Route (SR) 18/38 intersection and relieve congestion for present and future years.									
Surrounding Land Use/Traffic Generators State Route 18 is a Federal Aid route functionally classified as a principal arterial. The surrounding area lies with the San Bernardino National forest with limited residential and recreational use. Tourist and recreational activities that are limited to the summer and winter months cause the peak seasonal traffic volumes. In addition, the corresponding peak-hour volumes are highly variable from day-to-day, week-to-week, and month-to-month.									
State Highway/mainline AADT, % trucks, truck AADT (opening year) Per Caltrans traffic Study November 2004, Traffic volumes (No build) for Existing year (2002) ADT (Average Daily Traffic) is 6200 with 6% truck traffic; Year forecasted ADT for year 2008 (opening year-No build) is 6740									
State Highway/mainline AADT, % trucks, truck AADT (RTP horizon year) Per Caltrans traffic Study November 2004, ADT, Traffic volumes (No build) for traffic forecasted for year 2028 ADT is 8700, with 5% truck traffic									
If interchange(s) or intersection(s) involved, for worst-LOS interchange or intersection:									
Cross-street AADT, % trucks, truck AADT (opening year) The existing Level of Service (LOS) for this intersection is "E" during typical season peak hours. Per Caltrans Traffic Study Report projected LOS for Existing, No-Build (2008-Year open, 2028-Horizon year) and Alternative 4 & 5 with three lanes (2008,2028) is C; D, F; D, F; D, F									
Cross-street AADT, % trucks, truck AADT (RTP horizon year) SR 38 North or east of SR 18/38 intersection: Existing year (2002) PM Peak hour (PH) ADT is 160/200 vpd; for year 2008 PH ADT is 171/237; For Year 2028 PH ADT is 219/277; % truck traffic not available									

Comments/Explanation/Details

Build a new 20.40-meter (66 foot-11 inch) three-lane wide bridge (Bridge No. 54-1177) over Big Bear Lake approximately 115 meters (370 feet) northeast of the existing bridge and dam. The approach roadway on Route 18 east of the new bridge would be realigned with increased curve radius -- improving (increasing) the design speed as well as the sight distance. The existing bridge would be abandoned and subsequently demolished. In addition, the approach roadways on both Routes 18 and 38 would be rebuilt to meet the new bridge elevation. The intersection would be widened and signalized, improving the intersection capacity and safety. Subsequently, the existing bridge would be relinquished to the BBMWD. The environmental document has passed the draft stage and is ready to go for final review and approval by FHWA. The proposed project is located in SCAB- a non-attainment area for PM_{2.5} pollutant. The air quality report is to be revised to include a discussion for PM_{2.5} hot spot analysis. The project is considered as a project of No air quality concern and needs concurrence through Interagency Consultation at SCAGs' TCWG meeting

REFERENCE:

Criteria for projects of air quality concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*